NAVAL POSTGRADUATE SCHOOL

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THESIS

A PRELIMINARY ANALYSIS OF TF34-100/400 JET ENGINE REWORK DATA IN SUPPORT OF THE MRP SYSTEM IMPLEMENTATION AT NARF ALAMEDA

by

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December 1981

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A Preliminary Analysis of TF34-100/400 Jet Engine Rework Data in Support of the MRP System Implementation at NARF Alameda

by

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ABSTRACT

The Naval Air Rework Facility (NARF) located at Naval Air Station (NAS) Alameda is in the process of implementing a Material Requirements Planning (MRP) system which will incorporate an inventory model to help manage those repair parts which are not always replaced during component rework. This thesis focused on analyzing TF34-100/400 jet engine rework data as one phase of that implementation. In particular, probability of replacement values were generated for the repair parts from demand data and the rework schedule during 1980, and the engine's bill of materials. In addition, a parametric analysis was conducted to study the optimal relationship between the shortage and surplus costs of the proposed inventory model for the TF34 repair parts. The analyses highlighted the importance of determining the actual shortage costs resulting from a work stoppage and suggested some potentially useful forms for the surplus cost parameter.

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

ABBREVIATIONS

APA	Appropriated Purchase Account
BOM	Bill of Material
DHF	Demand History File
DTE	Development Test and Evaluation
I	Holding Cost Rate
MRP	Material Requirements Planning
MIS	Management Information System
NALC	Naval Air Logistics Command
NARF	Naval Air Rework Facility
NAS	Naval Air Station
NMDL	Navy Management Data List
NSA	Navy Stock Account
NSC	Naval Supply Center
NSN	National Stock Number
RFI	Ready for Issue
RSS	Ready Supply Store
SMIC	Special Material Identification Code
UAF	Units of Application File
UICP	Uniform Inventory Control Program

I. INTRODUCTION

The NARF located at NAS Alameda, California has been in the process of instituting an MRP system. The first phase of the following two-step implementation plan is being utilized to acquire expertise with the basic MRP framework and to build demand history files prior to incorporation of the target system [Ref. 1].

1. Implementation of a temporary system that will run on existing equipment and will be used to gain experience with the system and build up the necessary data file. This phase will include the design of the target system.

2. Implementation of the final system of the new computerized material handling equipment system.

The MRP system is intended to increase the efficiency of the rework process by reducing the number of work stoppages caused by stockouts. The quarterly supply support requirements can be projected by demand forecasting based on the planned quarterly workload schedule. The optimum inventory levels can then be determined from consideration of the costs of shortages and surpluses. Unfortunately, these costs are difficult to obtain. In absence of their actual values, implicit values can be developed by postulating values and examining the resulting values of safety and surplus stocks. From showing these latter values to decision makers, acceptable levels can be obtained and the

implied cost then determined by solving for the values which correspond to acceptable levels.

A. PURPOSE

The intent of this report is to begin this process by examining TF34 jet engine requisitions and generating replacement probability factors. This information is then used with stock cost projections in a proposed Repair Parts Inventory Model [Ref. 2] to determine the level of safety stock which results.

B. SCOPE OF ANALYSES

A TF34 jet engine Demand History File (DHF) which encompassed four consecutive quarters was provided by NARF Alameda. This file was subdivided into five categories based on service application and degree of repair necessary to certify a specific engine as Ready for Issue (RFI).

The main criteria for classifying an engine repair is the depth of disassembly that is required. The disassembly of the engine begins with the exhaust section. The repair process then proceeds through the turbine, combustion, and finally compressor sections. The removal/non-removal of the compressor section is what normally designates the engine repair as major or minor respectively. The Development Test and Evaluation (DTE) classification was assigned by the U.S. Air Force. It is used to identify approximately 20 lead

TF34-100 engines which are used for program development. Table 1 lists the five categories.

A second file was also obtained which contained the repair parts units per application per specific engine model. The individual line items were verified against the Navy Management Data List (NMDL) in respect to unit price, unit of issue, and cognizance code. Only National Stock Number (NSN) items were utilized to ensure accurate pricing information. Additional emphasis was centered on stock items that are Navy Stock Account (NSA) parts. Demands concerning requisitions submitted on part number identified items were not included.

TABLE 1

TF34 Engine Repair Categories

Service	Engine/Model	Repair
Navy	TF34-400	Minor
Navy	TF34-400	Major
Air Force	TF34-100	Minor
Air Force	TF34-100	Major
Air Force	TF34-100	DTE

C. PREVIEW OF ANALYSES

Chapter II identifies the characteristics of an MRP system as applied to a rework-oriented process and reviews the proposed Repair Parts Inventory Stocking Model. Chapters III and IV contain presentations of the historical demand

data and the effects of utilizing the proposed Repair Parts Inventory Model. The major factors that should be considered in selecting the standard variables to be utilized are discussed. The Summary, Conclusions, and Recommendations are presented in Chapter V.

II. PROPOSED INVENTORY STOCKING METHOD

A. BACKGROUND

When manufacturing a product it has historically been difficult to have the correct number of parts ready at the right time. The technique known as MRP was developed in an attempt to resolve this problem. However, for complex products the extent of planning and paperwork required for a MRP system was considered to be unmanageable prior to the introduction of Management Information Systems (MIS) [Ref. 3]. The growth of MRP has therefore corresponded to the increase in the use of computer systems. The major objective of MRP is to acquire control over the inventory levels while simultaneously assuring that desired service levels are satisfied [Ref. 4].

B. MRP CONCEPT

The inputs to the MRP logic package consist of the Master Production Schedule, Bill of Materials (BOM), and the Inventory file. Finite quantities of the parts required to assemble n units of a product are generated based on their dependence to the production schedule. Figure 1 exemplifies a level-by-level explosion of the product structure as stated in a BOM.

At each level the computed requirements are compared against the available inventory, work-in-process, and planned

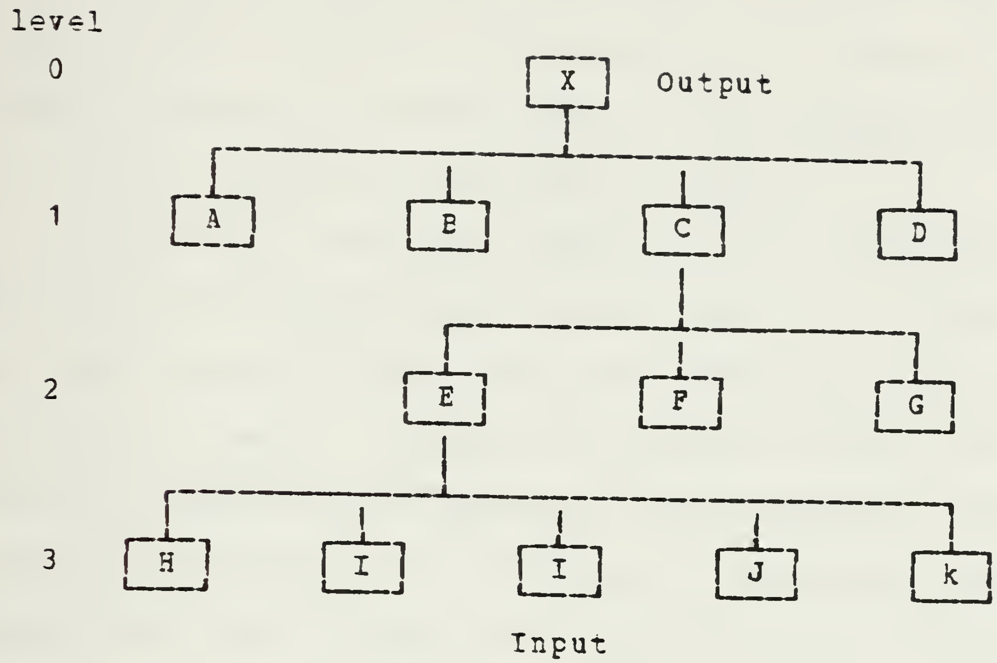


Figure 1: Traditional MRP Product Structure

requirements. When the lowest level, as determined by the BOM, is reached for a given part the time-phased net requirements are computed. The gross requirements for a part which is used for more than one end product are then accumulated and utilized for ordering purposes.

The MRP logic as applied to a rework process will be instituted at NARF Alameda with the implementation of the computerized inventory system. The rework process is initiated with the induction of a Non-RFI repairable asset (A BOM will be created by the NARF the first time an asset is inducted into rework). The asset will transition through

the stages of disassembly, repair, assembly, and testing prior to RFI certification. The depth of the product structure for each asset will depend on the degree of disassembly required to effect repair. The product structure of a repair process is presented in Figure 2.

A disposition code from Appendix A will be assigned at each level in the disassembly phase [Ref. 5]. To facilitate the understanding of this code, the TF34 engine will be used as an example. Because of external factors, the material condition of individual TF34 jet engines being inducted for repair can be different. Therefore, the disposition codes assigned at a specific level may differ from engine to engine. A repair part identified as "E" may be assigned a disposition code of "L" (leave on) during the repair cycle of one TF34-400 engine and a code of "R" (Rework) on a second TF34-400 engine. One or more of the repair parts identified as H, I, J, and K would then be required from the Ready Supply Store (RSS) to repair the second engine but not the first.

C. DEMAND DISTRIBUTION

NARF Alameda's production schedule is decided upon at a quarterly workload conference between NARF and Naval Air Logistics Command (NALC). The schedule, at least at the engine level, can be assumed to be independent from quarter to quarter. The demand of repair parts always replaced during

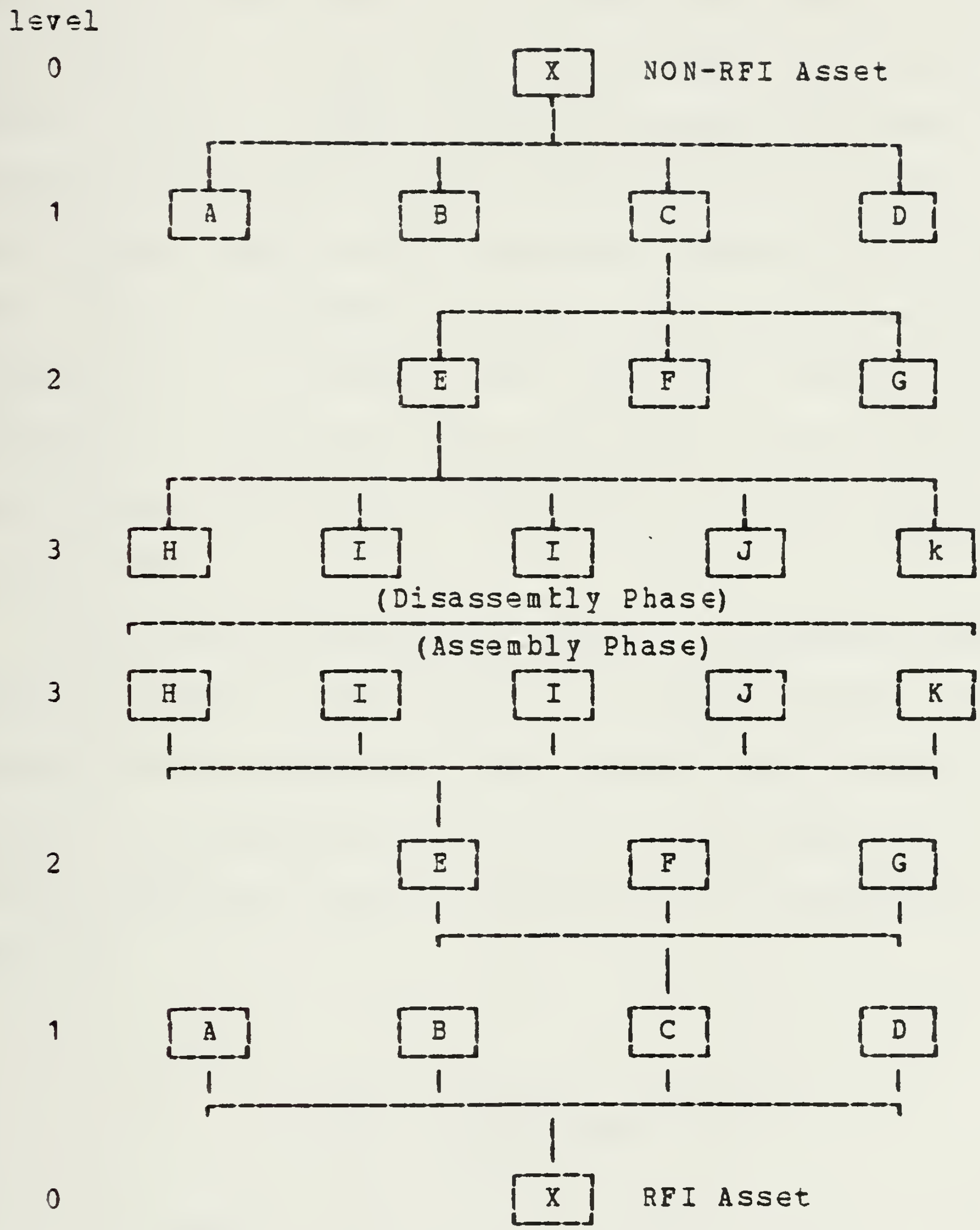


Figure 2: NARF MRP Product Structure

a repair cycle is dependent upon the production schedule. Once the schedule is established, the numbers of such parts and the time when they will be needed are known. If the replacement of a repair part is less than 100% then the demand will be a random variable dependent upon both the production schedule and the reliability of the part. With each engine induction for rework the decision as to replacement or non-replacement of such a repair part can be considered to be a Bernoulli trial [Ref. 6]. As such, the probability associated with replacement can be denoted as the parameter "P" and the "Reliability" or non-replacement as "Q" where Q = 1 - P.

A quarterly production schedule of n engines creates a demand for such a part which is a random variable. This variable can be modeled by the binomial probability distribution. The probability p(x) of a total demand for x units of the repair part during a quarter can be expressed by [Ref. 7]:

$$p(x) = \frac{n!}{x!(n-x)!} P^x Q^{(n-x)} \tag{1}$$

where: $x = 0, 1, 2, \ldots n$

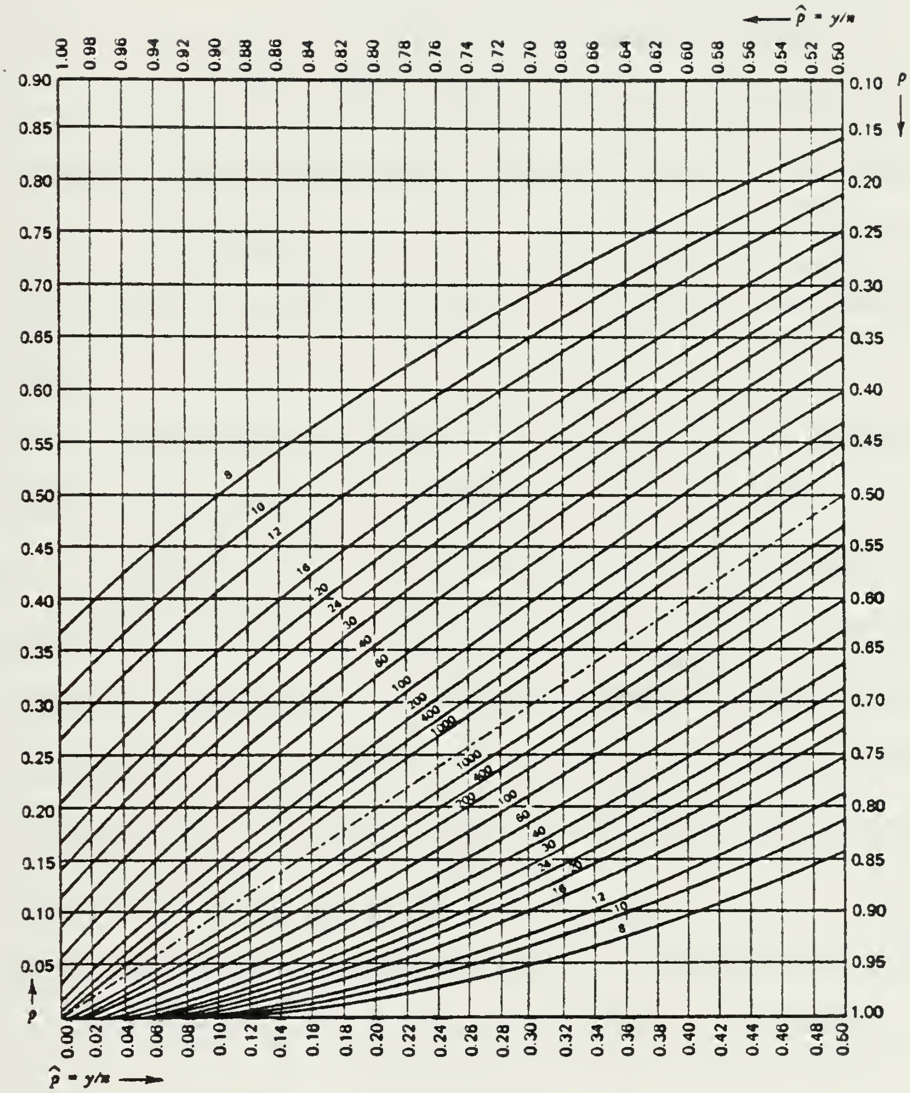
The mean and variance of this distribution are nP and nPQ, respectively. If the units of application m are greater

than one per engine, equation (1) can be modified to:

$$p(x) = \frac{nm!}{x!(nm - x)!} P^{x} Q^{(nm - x)} \qquad (2)$$

where: $x = 0, 1, 2, 3, \ldots\ldots, nm$

The population probability of replacement "P" values were estimated by using the DHF and Units per Application File (UAF) in conjunction with the historical induction schedule. Engine data spanning the entire four-quarters time period was used to provide the largest sample size and hence the minimum standard error of estimate. A 95% confidence interval for the population mean can be established from Figure 3 [Ref. 8]. The effects of sample size and the value of the P estimate on the confidence interval can easily be seen from Figure 3. As sample size increases the confidence interval is reduced; the widest interval for any sample of size n will occur for P equal to 0.500. For example, if P is estimated to be 0.55 based on a sample of 20 then the reader should locate the two curves labeled n = 20, and see where they contain the vertical line through p = 0.55. This approximates the confidence interval of P, which is: $0.31 \leq P \leq 0.58$. If n is increased to 1000, the 95% confidence interval is reduced to $0.52 \leq P \leq 0.58$.



* The numbers printed along the curves indicate the sample size n. If, for a given value of the abscissa y/n, p_A and p_B are the ordinates read from (or interpolated between) the appropriate lower and upper curves, then $\Pr(p_A \leqslant p \leqslant p_B) \leqslant 0.95$.

Figure 3: 95% Confidence Interval for P

D. PROPOSED INVENTORY MODEL

When the probability of replacement is less than 100%, the amount of inventory to stock is not obvious. If n is stocked there is a good chance that a surplus will exist at the end of the quarter after the scheduled rework is completed. If, on the other hand, a very small fraction of n is stocked there is a good chance that the scheduled rework cannot be completed due to a shortage of repair parts. The optimum level to stock should be a balance between these two extremes.

A logical framework in which to develop this balance is to consider the costs associated with shortages and surpluses. A surplus would be associated with money tied up in items which could have been spent on other parts for that quarter or the next. A shortage could result in a work stoppage until the part could be located elsewhere in the supply system with a corresponding delay in the availability of the reworked engine to the fleet.

A method to balance these costs is presented by McMasters [Ref. 9]. The model is a function of the following cost parameters.

1. Processing Cost - If Cp is the cost per unit which is incurred to place a repair part into the RSS, then the total cost of y units is Cp times y.
2. Holding Cost - If Ch is the cost per unit held per quarter then the total cost of y units is Ch times y, if the cost is assumed to be incurred

regardless of the length of time the item is in storage during the quarter. This assumption is reasonable since the storage space needed must be large enough to hold the entire quantity y of a repair part for some part of the quarter.

3. Shortage Cost - The shortage cost is representative of the time delays associated with submitting a requisition to the Naval Supply Center (NSC) Oakland when the NARF experiences a stockout. If Cs represents the shortage cost per unit and the demand x for a repair part during the quarter exceeds the inventory level y in the RSS then the shortage cost will be $Cs(x - y)$.

4. Surplus Cost - The unit cost of a surplus can be considered to be the product of the unit purchase cost "C: of a repair part and a risk factor "K." The value of K can range from zero to infinity. The risk factor should be minimal if the near future production schedules are expected to absorb any excess stock. The surplus cost when x is less then y is then the product $KC(y - x)$.

The expected total cost per quarter associated with stocking a quantity y of a given repair part is the sum of the costs listed above weighted by the probability p(x) that x will be demanded during the quarter. It is described mathematically by equation (3).

$$EC(y) = (Cp + Ch)y + \sum_{x=0}^{Y} KC(y - x)p(x)$$

$$+ \sum_{x=y+1}^{n} Cs(x - y)p(x) \qquad (3)$$

when p(x) is given by equation (1).

E. OPTIMAL INVENTORY LEVEL

The optimal order quantity of a specific repair part minimizes the expected total costs EC(y). Using finite differences, the optimal inventory level y is the largest value of y for which

$$\bar{P}(y) > \frac{Cp + Ch + KC}{Cs + KC} \quad . \tag{4}$$

where $$\bar{P}(y) = \sum_{x=y}^{n} p(x)$$

and p(x) is given by equation (1).

Determination of the optimal order quantity y is illustrated by the following example. Assume that the demand for a repair part is binomial and that it has the following parameters.

Cp = \$1.00	K = 1
Ch = \$0.10	n = 10
C = \$250.00	m = 1
Cs = \$20.00	$\hat{P}$ = 0.70

Then the optimal level is the largest value of y for which

$$\bar{P}(y) > \frac{Cp + Ch + KC}{Cs + KC} = \frac{1.00 + 0.10 + (1)(250.00)}{20.00 + (1)(250.00)} = 0.93$$

and $$p(x) = \frac{10!}{x!(10 - x)!} (0.7)^{x} (.03)^{(10-x)}$$

where $x = 0, 1, 2, ...10.$

To solve this problem we need to compute

$$\bar{P}(y) = \sum_{x=y}^{10} p(x)$$

for several values of y. First, realize that

$$\bar{p}(y) = 1 - P(y-1) = 1 - \sum_{x=0}^{y-1} p(x)$$

Next we can make use of a recursion equation for computing p(x).

From equation (1) it is easy to show that:

$$p(x) = \begin{cases} Q^{n} & \text{for } x=0 \\ \frac{(n - (x - 1))P}{x\,Q}\, p(x - 1) & \text{for } x > 0 \end{cases}$$

Table 2 provides the details of the computations needed to determine the optimal quantity y. It can be seen that

0.93 is between 5 and 6 units. Therefore the optimal quantity y is equal to 5 which is less than the expected demand nmP of 7.

TABLE 2

Table of P(y) for Example

x	p(x)	y	P(y - 1)	$\overline{P}(y)$
0	$5.90\text{x}10^{-6}$	0	0	1.000
1	$1.37\text{x}10^{-4}$	1	$5.90\text{x}10^{-6}$	1.000
2	0.00440	2	$1.43\text{x}10^{-4}$	1.000
3	0.00896	3	0.0016	0.998
4	0.03658	4	0.0105	0.989
5	0.14630	5	0.0471	0.953
6	0.40600	6	0.1934	0.806

III. ENGINE REPAIR ANALYSIS

This chapter will present a discussion of estimated P values and their relationship to the demand, Line items, and unit cost. Cost projections based on maintaining the inventory level at the expected demand or mean, first and second standard deviations above the mean, and 100% level are presented.

A. ENGINE INDUCTION SCHEDULE

The data on the TF34 engine repair was obtained from NARF Alameda for the calendar year of 1980. A total of 93 engines were inducted into rework throughout the year. It was assumed that an engine was certified as RFI in the same quarter that it was inducted for rework. In addition it was assumed that the repair classification of a specific engine did not change from the scheduled induction date throughout the rework process. A breakdown of the induction schedule by engine model and type of repair is presented in table 3.

The 62 TF34-400 minor repair inductions accounted for approximately 67% of the rework schedule. The four TF34-100 major repair actions accounted for less than 5% of the total TF34 engine induction schedule.

A quarter-by-quarter comparison of the scheduled inductions is indicative of a typical changing workload for

TABLE 3

TF34 Induction Schedule

Repair Category	FY 80-81 2	3	4	1	Total
TF34-400/MIN	17	15	22	8	62
TF34-400/MAJ	2	3	3	2	10
TF34-100/MIN	3	1	4	3	11
TF34-100/MAJ	1	2	1	0	4
TF34-100/DTE	2	2	2	0	6
Total	25	23	32	13	93

the NARF. The greatest number of inductions occurred in the fourth quarter of 1980 with 32 engines reworked. A 40% increase or 9 engines was experienced from the third to the fourth quarter in FY80. A subsequent decrease of almost 60% or 19 engines can be noted at the beginning of FY81. The normal inventory stocking models which forecast future demands solely on historical usage cannot anticipate such production variances.

B. APPLICABILITY/DEMAND DATA FILES

The UAF encompassed 3385 separate line items (which were ordered according to NSN). A sample file record identifying an item by Part Number, Cognizance Code, NSN, Special Material Identification Code (SMIC), Nomenclature, and Units of Application is presented in Appendix B. It should be noted that a SMIC code SN means that the component was

applicable to either engine model. A SMIC code of TB identifies a part as being peculiar to the TF34-100 engine.

The DHF consisted of approximately 1588 records grouped with respect to engine model and type of repair. Each record contained the total demand that was generated for a specific quarter. A sample of the DHF, listing the Cognizance Code, NSN, Engine Model, Type of Repair, Quarter, Unit of Issue, Total Demand, Total Requisitions, and Unit Price is presented in Appendix C.

Demands for both NSA and Appropriated Purchase Account (APA) repair parts were included in the DHF. The APA items were deleted for the purpose of this analysis. A total of 602 NSA line items were required to support the TF34 rework program. A summary listing of the number of items required to support the individual repair categories is presented in Table 4.

A logical assumption would be that as the depth of repair increases there should be a corresponding increase in the number of line items required for support. A second assumption would be that the number of line items required for a similar depth of repair should be approximately the same for either engine. The data presented in Table 4 contradicts such assumptions. Although there is an increase in line items from a minor to a major for the TF34-100 engine, the 400 engine shows a marked decrease from 364 to 274 items.

TABLE 4

TF34 Engine Repair Parts per Repair Category

	Cognizance Code					
Category	1R	9C	9J	9V	9Z	Total
100-DTE	28	5	0	9	1	43
100/MIN	79	4	0	45	2	130
100/MAJ	113	14	0	45	10	182
400/MIN	289	21	1	15	38	364
400/MAJ	223	19	1	3	28	274

There is also a large difference in the number of items required for the same level of repair. The TF34-400 utilized 364 items for a minor repair; whereas the TF34-100 required only 130. The same pattern can be seen in the major rework of the TF34-100/400 engines. The apparent contradiction to the above assumptions could be a result of maintenance personnel ordering parts against one engine which includes anticipated usage on expected future engines.

C. PROBABILITY OF REPLACEMENT (P) VALUES

The probability of replacement values was calculated as follows:

$$\hat{P} = \frac{D}{UA * N}$$

where D is the total demand over the four quarters, UA is the units of application, and N is the total inductions of a

repair category. A complete listing of the non-zero estimated P values for the 602 NSA items are presented in Appendix D in decreasing value of estimated P value. Each individual record lists the cognizance code, NSN SMIC, nomenclature, repair category, units of application, total RFI engines, total demand, total requisitions, average requisition size, price, and P estimate.

The values ranged from a high of 9.90 to a low of 0.0067. Items with an estimated P of 1.0 are an indication that those parts are always replaced during the repair cycle. As stated previously, items that are always replaced should be stocked at the 100% level. A total of 35 repair parts or approximately 6% had a P value greater than 1.0. Repair parts with a P value in excess of 1.00 are a second indication that maintenance personnel may be ordering excess parts to meet future requirements.

Traditional ABC analyses of the historical demand data were conducted. The ABC concept is based on Pareto's Law or the 20-80 formula [Ref. 10]. It is an analytical management tool for focusing attention on specific inventory items. Normally the inventory items are split into categories of A, B, or C based upon the value of the inventory and usage of the items. The 20-80 formula stipulates that 20% of the line items represent 80% of the total inventory value. This 20% is then designated as Category A. A typical ABC classification is illustrated in Table 5.

TABLE 5

A Typical ABC Classification

Category	A	B	C
Items	20%	35%	45%
Inventory Value	80%	15%	5%

In the following analyses the number of line items and total demand were stratified in respect to the estimated P. Estimated P was chosen as the control parameter because it was assumed that a few parts with a high probability of demand should account for the largest demand percentage. The individual demand and line items distributions/ABC analyses are discussed below.

1. Line Item Analysis

The 567 line items which indicated replacement probability of less than 100% were analyzed. The distribution of the line items and the ABC graph are presented in Figures 4 and 5, respectively.

A review of Figure 4 indicates that the largest number of line items "167" had a probability of replacement of 0.12. Additionally, it can be seen that spikes in this distribution occurred at 0.05, 0.11, 0.18, 0.27, etc. From Figure 5 it can be seen that approximately 58% of the line items have an estimated P of less than 0.10. When the

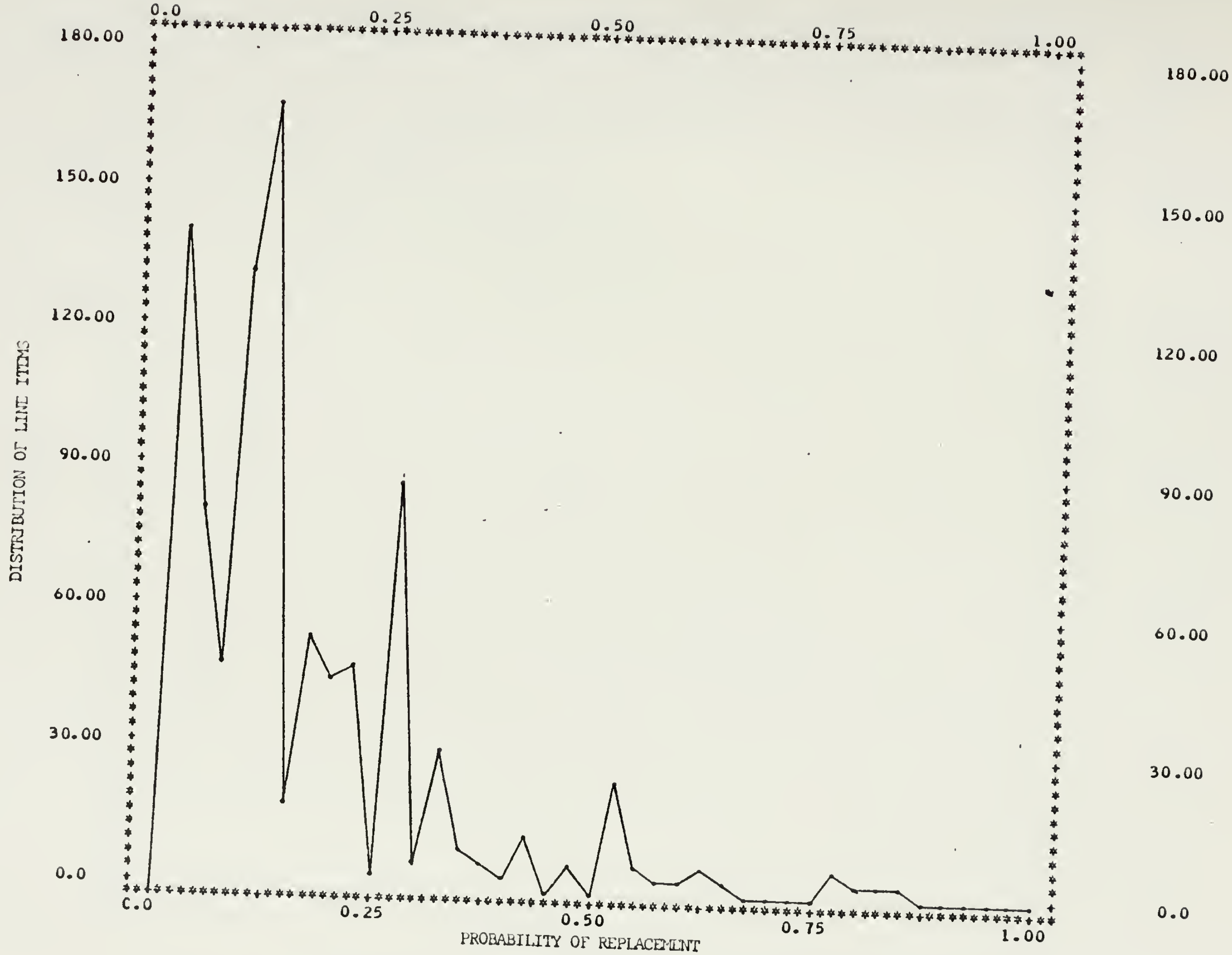


Figure 4: Distribution of Line Items

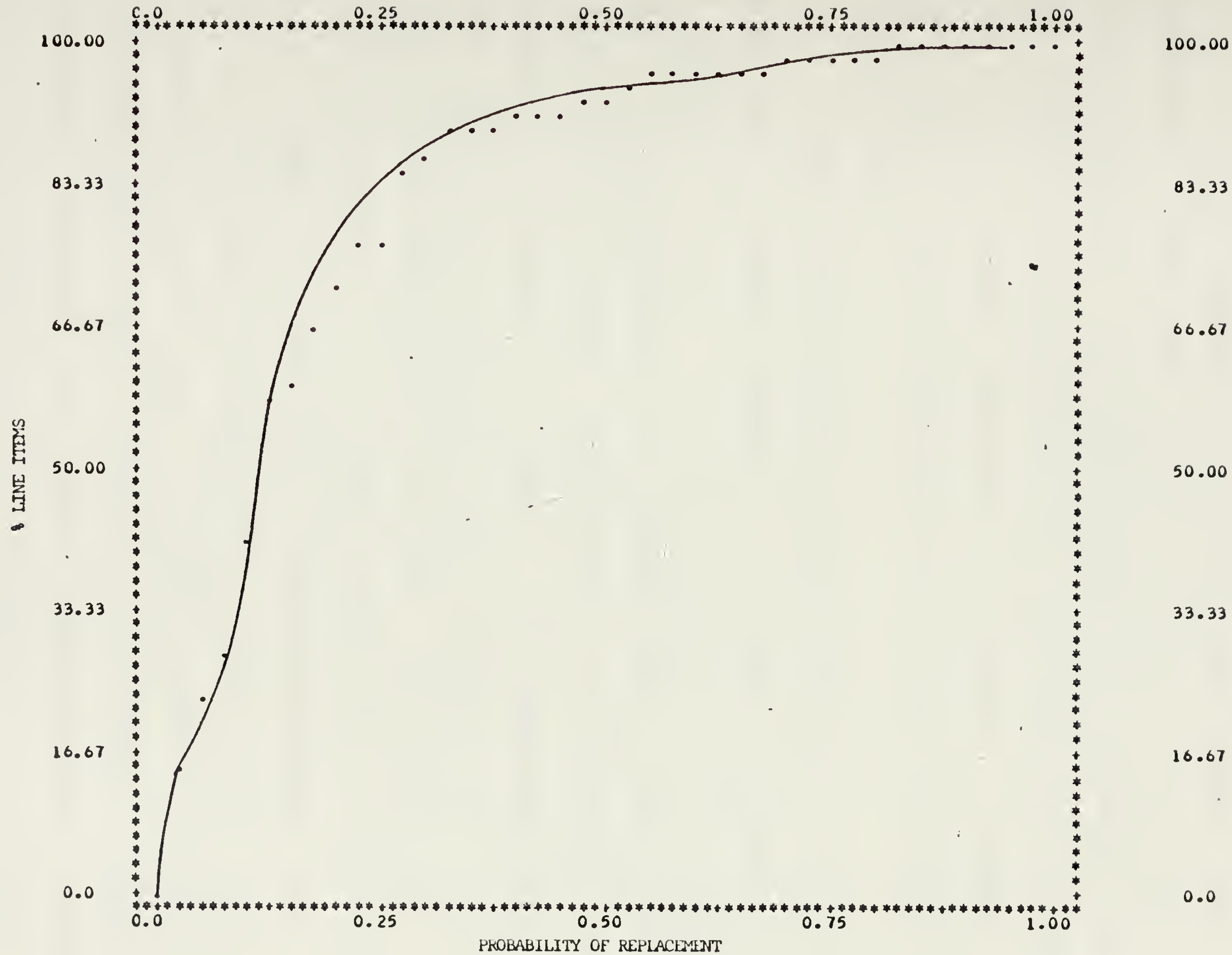


Figure 5: ABC Curve of Line Items

estimated P is increased to approximately 0.32 then almost 90% of the 567 line items are included.

2. Quantity Analysis

A total demand of 31,514 NSA repair parts were generated over the four quarters in support of the five rework categories. This total demand was spread over the 567 different line items which had an estimated P of less than 1.00 but greater than 0.00. The quantity demanded distribution and the associated ABC curve are presented in Figures 6 and 7.

From the distribution graph (Figure 6) it can be seen that the largest demand of 3,200 parts occurred at a P estimate of 0.075. As stated previously, it was expected that a high percentage of the demand would be generated by the items having the higher probabilities of replacement. This assumption is refuted by Figure 6. By comparing Figure 6 with Figure 4 it is apparent that the peaks in the distributions closely approximate each other. This pattern of increases appears to be a result of the units of application and the number of inductions in the various repair categories. A grouping of large units of applications occurs at each of the above peaks. At the 0.05 peak the units of application have values such as 52, 10, 22, 55, 27, and 79. The repair categories with the low induction rates but high units of application seem to be predominate at the high P

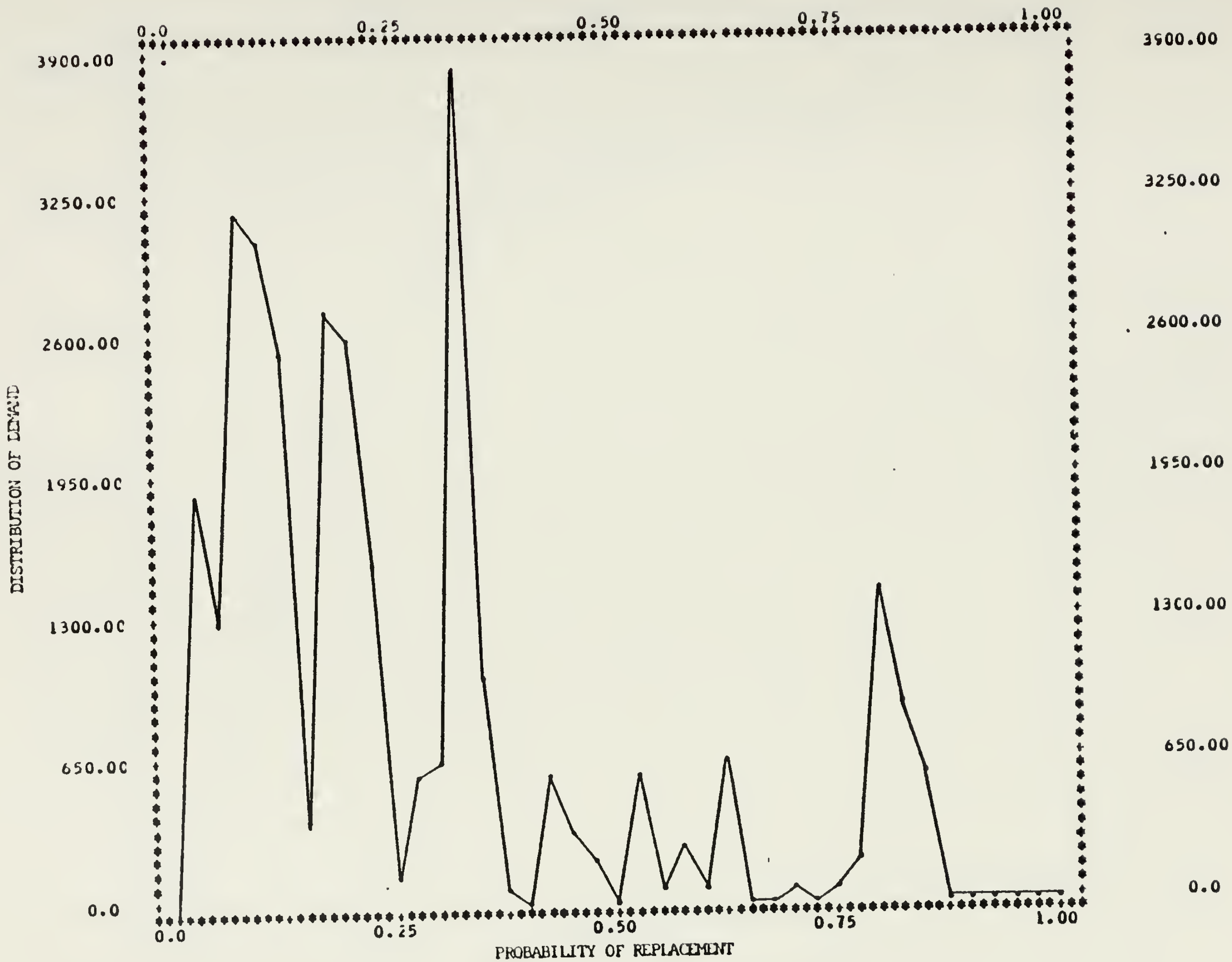


Figure 6: Distribution of Total Demand

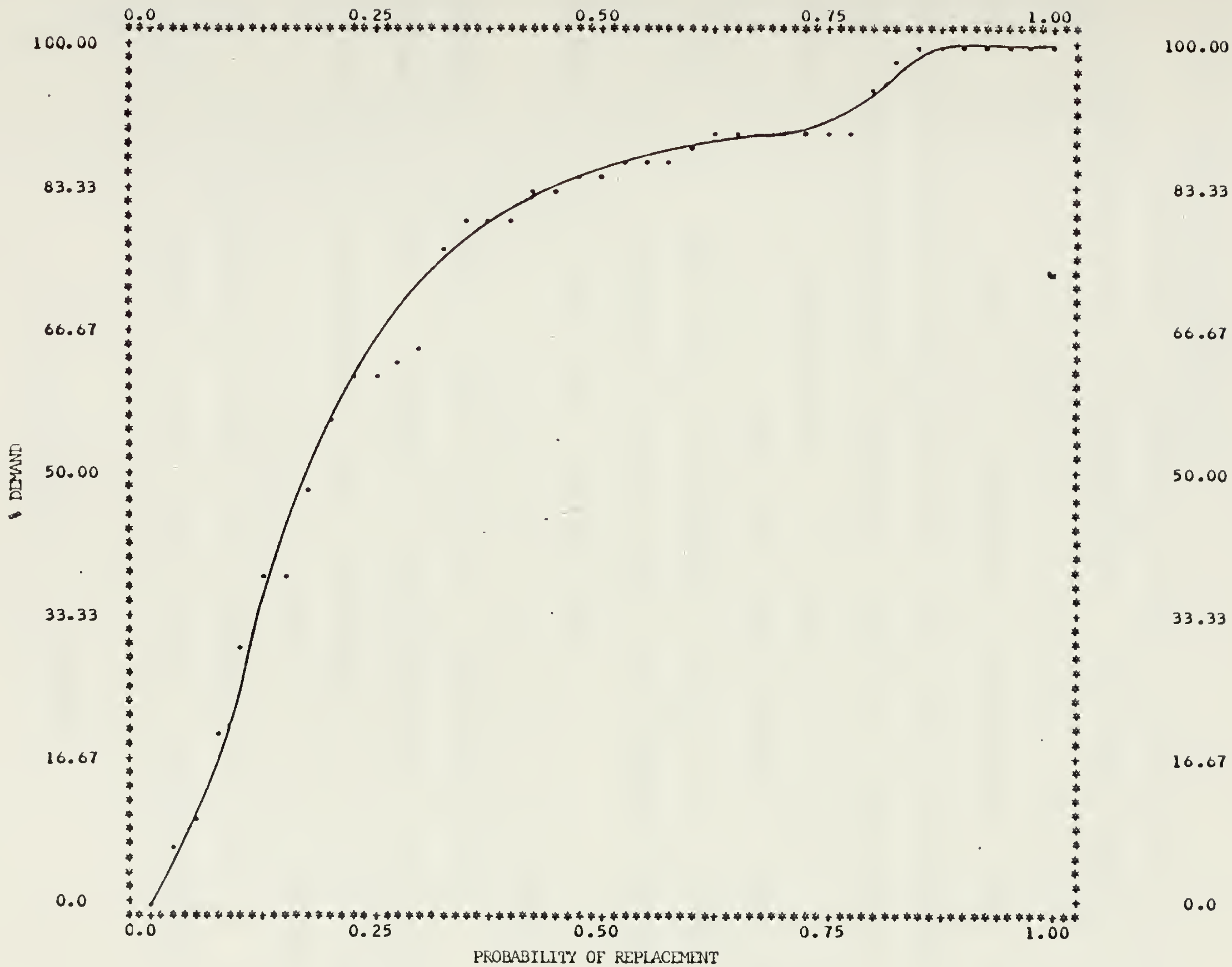


Figure 7: ABC Curve of Demand

values. The low P values are dominated by those TF34/Minor items having large units of application. That repair category also had the largest number of inductions.

3. Unit Price Analysis

A reasonable assumption is that the cost of an item is an indication of its reliability. Therefore a high cost part should be associated with a low P value. The line items were initially grouped in intervals of estimated P with the mean and standard deviation of the unit prices determined. These computed mean and deviation values are presented in Figures 8 and 9 respectively. The mean and standard deviation for all of the 567 items were \$320 and \$967, respectively. If only line items with an estimated P equal to or greater than 0.60 are utilized then the mean and standard deviation decrease to \$114 and \$167, respectively.

Regression techniques were utilized to determine the degree of correlation when price was regressed against estimated P value. A number of transformations were attempted in an effort to attain the best Coefficient of Determination, R^2. In all of the transformations the R^2 was approximately zero. The regression results are presented in Table 6. For example, the formula for the log to base e transformation was:

$$\ln \text{Price} = 3.87 + 0.0009P.$$

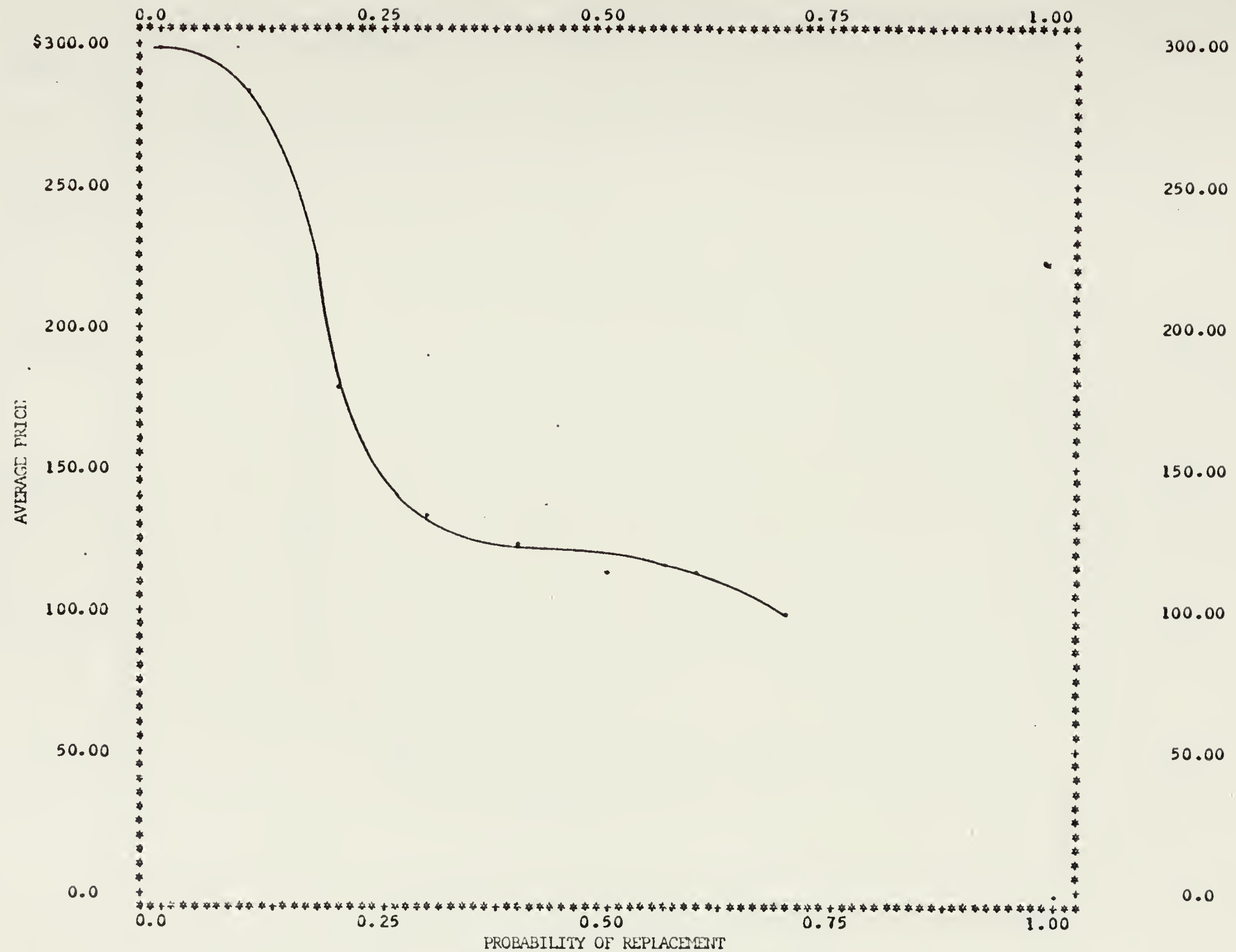


Figure 8: Average Price vs Estimated P

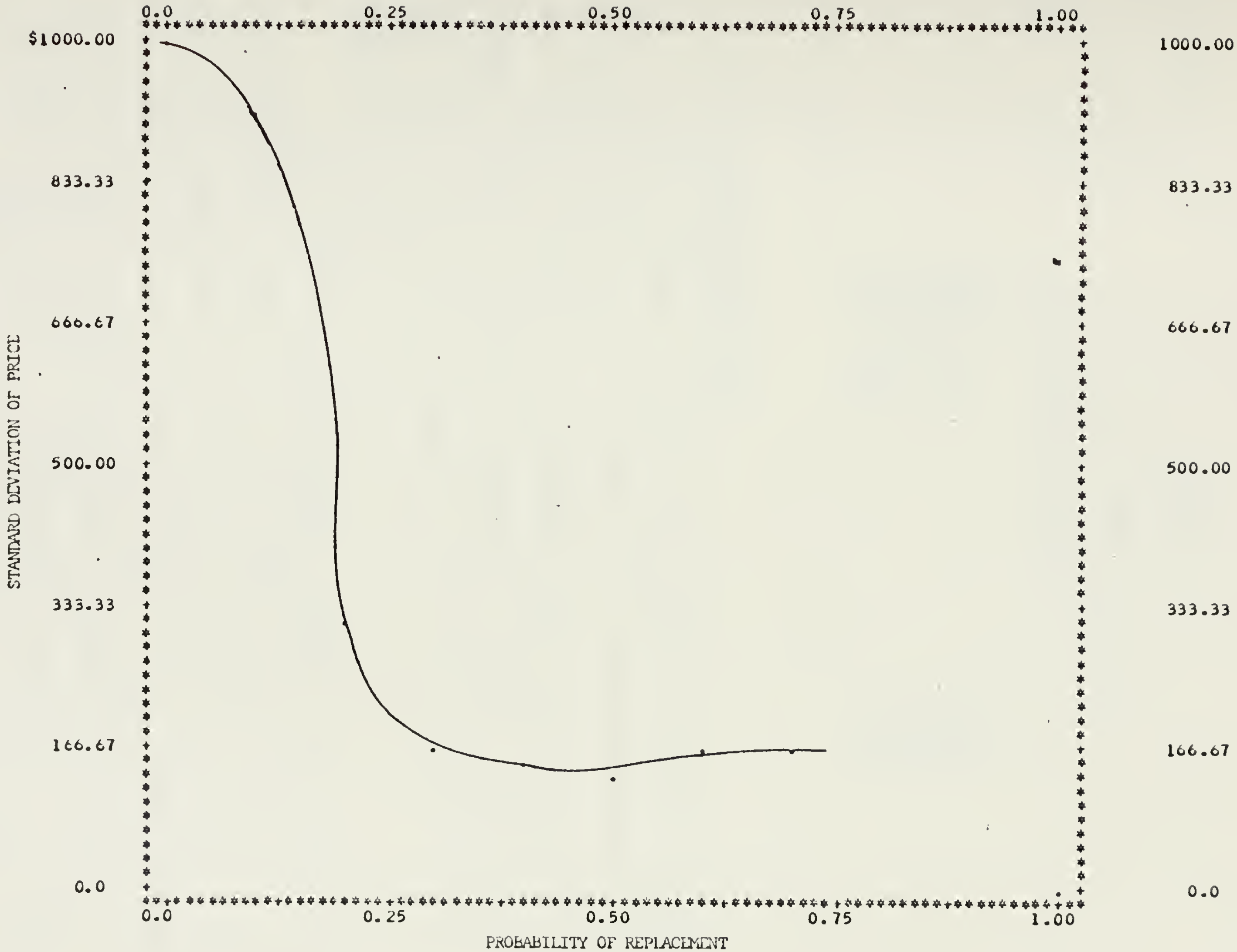


Figure 9: Standard Deviation of Price vs. Estimated P

The lack of a "fit" is due to the large variances in unit price, particularly at the lower estimated P values (see Figure 9).

TABLE 6

Unit Price Regression Data

Price Transformation	R^2
Price	0.004
Sqrt Price	0.002
1/Price	0.000
LogE Price	0.000
Log Price	0.000

4. P Value Accuracy

The actual P values for a given item are not known. As stated previously in Chapter II, the confidence intervals for actual P values are dependent upon both the size of the sample and the resulting estimated P values. The worst case for each of the five categories will occur when the estimated P is equal to 0.50.

For items in each repair category that had a units of application value of 1, the upper "u" and lower "l" limits of a 95% confidence interval are presented in Table 7 for estimated P values of 0.20 and 0.50. The largest sample size of 62 for the TF34-400/MIN repair category provides an interval from 0.37 to 0.63 when the estimated P is equal to 0.50. This means that we are 95% confident that the actual

TABLE 7

TF34 "P" Value Confidence Intervals

Category	N	0.20 l	0.20 u	0.50 l	0.50 u
TF34-100/MIN	11	0.02	0.56	0.20	0.80
TF34-100/MAJ*	4	0.02	0.61	0.16	0.84
TF34-DTE/MIN*	6	0.02	0.61	0.16	0.84
TF34-400/MIN	62	0.11	0.32	0.37	0.63
TF34-400/MAJ	10	0.02	0.56	0.18	0.82

*Limits are for N = 8.

P value lies in this interval. The bounds imply that the actual P value is within .13 of the estimated P value given a 95% confidence level. To reduce the width of this interval to a range of 0.45 to 0.55 the sample size must be increased to approximately 400.

Fortunately, the worse cast results apply to only a relatively few items as shown in Figure 4. The majority of the items have estimated P values of 0.27 or less. The confidence intervals based on an estimated P value of 0.20 are therefore more representative of a majority of the items. Finally, it is also true that large units of applications dominate the low P values. Therefore the confidence intervals can be expected to be less what is shown in the table, when the units of application m are greater than one. Because the accuracy of the estimated P values increases as

the size of the sample increases, the width of the confidence interval can be expected to decrease as more demand data is collected over time. A new improved estimated P value can be determined at the end of each quarter based on the aggregate demand data over all of the quarters to date.

D. INVENTORY COST DATA

Utility theory pertains to the intrinsic value of a parameter and its associated risks [Ref. 11]. Utility could therefore be defined as the value that the NARF assigns to an RFI engine in a given situation of possible work stoppages caused by insufficient inventory. A simple stocking procedure would be for NARF Alameda to maintain stock levels commensurate with the value of utility achieved. This intrinsic value of utility would be balanced against the inventory cost. For example, the cost to maintain a certain level of inventory such as the mean plus two standard deviations may be greater than the utility that is received by the NARF in the form of increased work stoppages.

Inventory cost estimates are provided in Table 8 based on the value of the inventory for the four quarters stocked to the expected demand, first deviation, second deviation, and 100% level. If the inventory was maintained at the expected demand of 6 units for a given repair part and repair category, then there is a fifty percent chance that seven or more units will be required that quarter and a work stoppage

TABLE 8

Inventory Cost Estimates

*(Thousands of Dollars)

P Value	Mean*	S1*	Pct	S2*	Pct	100%*	Pct
0.007	$2,718	$3,632	33.6	$4,536	66.9	$22,531	728.9
0.100	2,314	2,909	25.7	3,493	51.0	9,041	290.7
0.200	1,743	2,026	16.2	2.299	31.9	5,279	202.9
0.300	1,360	1,498	10.1	1,627	19.6	3,661	169.2
0.400	372	427	14.9	474	27.4	666	79.0
0.500	260	297	14.1	326	25.4	397	52.8
0.600	181	191	10.6	215	18.5	245	35.4
0.700	145	157	8.5	166	14.3	185	27.8
0.800	64	66	3.5	69	6.4	78	21.0
0.900	2	3	11.1	3	11.1	3	11.1

will result. The 100% level is the maximum possible demand and is equal to the product of the number of inductions times the units per application of the line item and no work stoppage would result.

Costs to stock at the different levels were calculated using the estimated P values and the production schedule. The individual quarters were aggregated to provide an estimate of the total annual expenditures at the different levels of protection. The cost estimates in dollars and percentage of increase to achieve that level of protection above the mean are also presented in Table 8. P value in the table represents the smallest value for which a repair part would be stocked.

For example, if management determined that a part would not be stocked if its probability of being demanded in the quarter was less than 0.20, then the cost to stock all the items with a P value greater than 0.20 would be $1,742,995 for the year. This equates to an average quarterly expenditure of $435,748.

Because of budget constraints, it is reasonable to assume that NARF Alameda and NSC Oakland will not have unlimited funds available. Therefore, an arbitrary "not to exceed" unit cost of 1000 dollars might be assigned for an item in the RSS. If it costs 1200 dollars then it would not be requisitioned until after an actual demand was generated.

A cost comparison for stocking to the expected demand without a unit price constraint and with $1000 a limit is presented in Figure 10. It can be seen that the limit has no appreciable effect until the probability of replacement drops below approximately 0.35. As Figures 8 and 9 show, the high cost items are strongly associated with low probabilities of replacement.

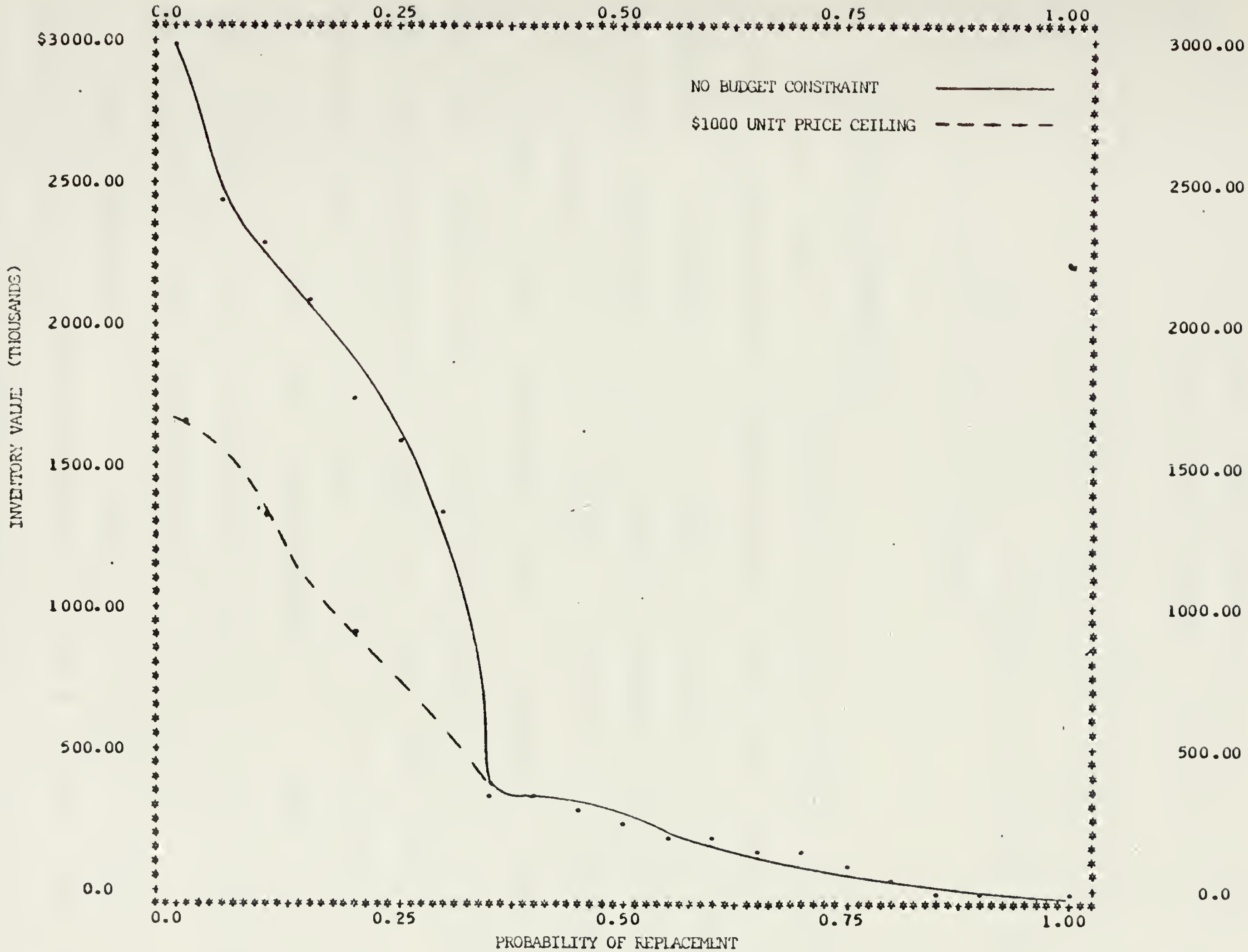


Figure 10: Inventory Value Comparison

IV. REPAIR PARTS INVENTORY MODEL

The proposed inventory model was described in Chapter II and is designed to balance the holding, processing, surplus, and shortage costs associated with a repair part. The total expected costs per quarter were described by equation (3) in Chapter II. An analysis of the parameters and their interactions are presented in this chapter.

A. INVENTORY PARAMETERS

The unit price C, processing cost Cp, holding cost Ch, and the probability of replacement P of a part are easy to determine. The price C of a part is available from either the Master Data File of the Uniform Inventory Control Point (UICP) system or the item manager. Historical data should be available on the processing costs to install an item in the RSS. The Ch value can be approximated by the product of the Holding Cost Rate (I) and C as in the UICP model. Presently the UICP system uses I equal to 0.21 per unit-year or 0.0525 per quarter for consumables (i.e., NSA items). The parameter P can be estimated from the historical demand records as has been done earlier in this thesis.

Since the value of C is fixed, the surplus cost KC can be made variable through the use of the K value. This quantity can be used as a measure of risk that NSC Oakland is willing

to accept in regards to having excess inventory at the end of a quarter. It is an approach for quantifying the financial impact that surplus items will have at the end of the quarter, especially if they are subsequently not demanded in the next quarter.

Three different methods of assigning K were analyzed. The first method was to have K be equal to an arbitrarily assigned value "a" which was then held constant ($K = a$). The second method allowed K to vary in proportion to the unit price of a part. The K factor was equal to the product of the value "a" and the unit price C ($K = aC$). For example, a $1.00 consumable part may have no discernible effect on the RSS, whereas a $5000 part could prevent the stocking of sufficient inventory of other parts and thereby result in excessive work stoppages. The third method had K vary inversely to the population P value ($K = a - aP$). In this case, a part with a low probability of demand such as 0.05 would be assigned a higher K value than a part with a P value of 0.75. This allows for additional consideration of the fact that a part with a low probability of replacement stands a good chance of not being required in the next quarter. As the probability of demand approaches 1.00, the K value would approach zero reflecting the fact that the chance of a surplus is approaching zero.

The shortage cost Cs is not readily available. As stated previously, it represents the additional costs incurred as a

result of a work stoppage. It should represent the manhours spent to backrob, manhours consumed by maintenance personnel to change job tasks, and the intrinsic cost of delaying the availability of a RFI asset to the fleet. Data should be available in which the cannibalization manhours spent can be determined for the individual assets. The manhours spent on changing job tasks could possibly be approximated by utilizing the standard manhours allowed for setting up a task. The intrinsic cost of not having an RFI asset cannot be determined explicitly at the present, but should be a measure of aircraft readiness degradation.

B. SHORTAGE COST VS UNIT PRICE

The relationship between the unit price of a part and the shortage cost associated with the asset were analyzed for each of the above methods of assigning the K parameter. This provided a basis for comparing the effects of the different K factors on the otpimal quantity y in relation to the unit price and shortage cost values. The parameters Ch, Cp, and P were defined as the product of 0.21 times C divided by four, \$1.00, and \$50.00, respectively.

Figure 11 presents the unit shortage cost values versus the unit price of a part when K is equal to 0.25, 0.50, and 1.00. The linear curve corresponds to when the optimal quantity of y is equal to the expected demand nmP (i.e., the right hand side of equation (4) is equal to 0.50). If a

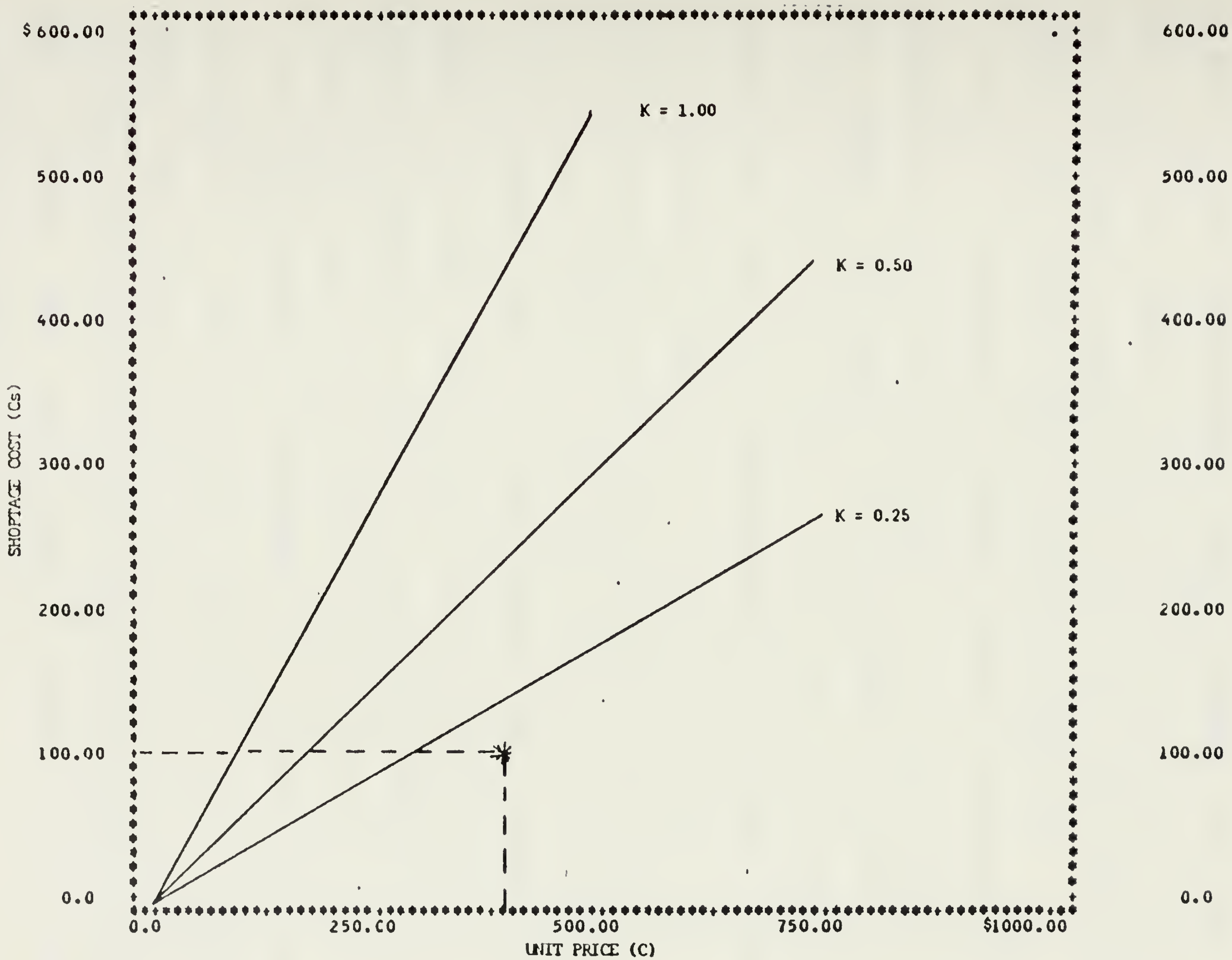


Figure 11: Unit Shortage Cost vs Unit Price when Optimal Y Is the Expected Demand and K Is Constant

point is above the curve then it indicates that the part should be stocked at a level greater than the expected demand. For example, if the NARF assigned a shortage cost of \$100 to the TF34-400/Minor repair category, the cost of a repair part was equal to \$400, and K was equal to 0.25 then the part should be stocked to a level less than the expected demand. The example point is shown in Figure 11.

Figure 12 presents the second method of varying K in proportion to the unit price when y is the mean demand. In this example the constant "a" is assigned the values of 0.00025, 0.0005, and 0.001. For the first "a" value, K varies from 0 to 0.025 (the end-points correspond to the K = 0.25 curve of Figure 11). It can be seen that the shortage cost and the unit price assume a non-linear relationship. As in Figure 11, the points above a curve correspond to the optimal quantity y being greater than the expected demand. The same shortage cost and unit price values in the previous example now result in the optimal quantity y being greater than the expected demand when K goes from 0 to 0.025.

The third method of assigning the K value is presented by Figure 13. Since K is now a function of the P value, curves for P values of 0.10, 0.30, 0.50, 0.70, and 0.90 are depicted. Although curves for values of "a" larger than 0.25 are not shown, their impact would be similar to the shifts experienced in Figures 11 and 12.

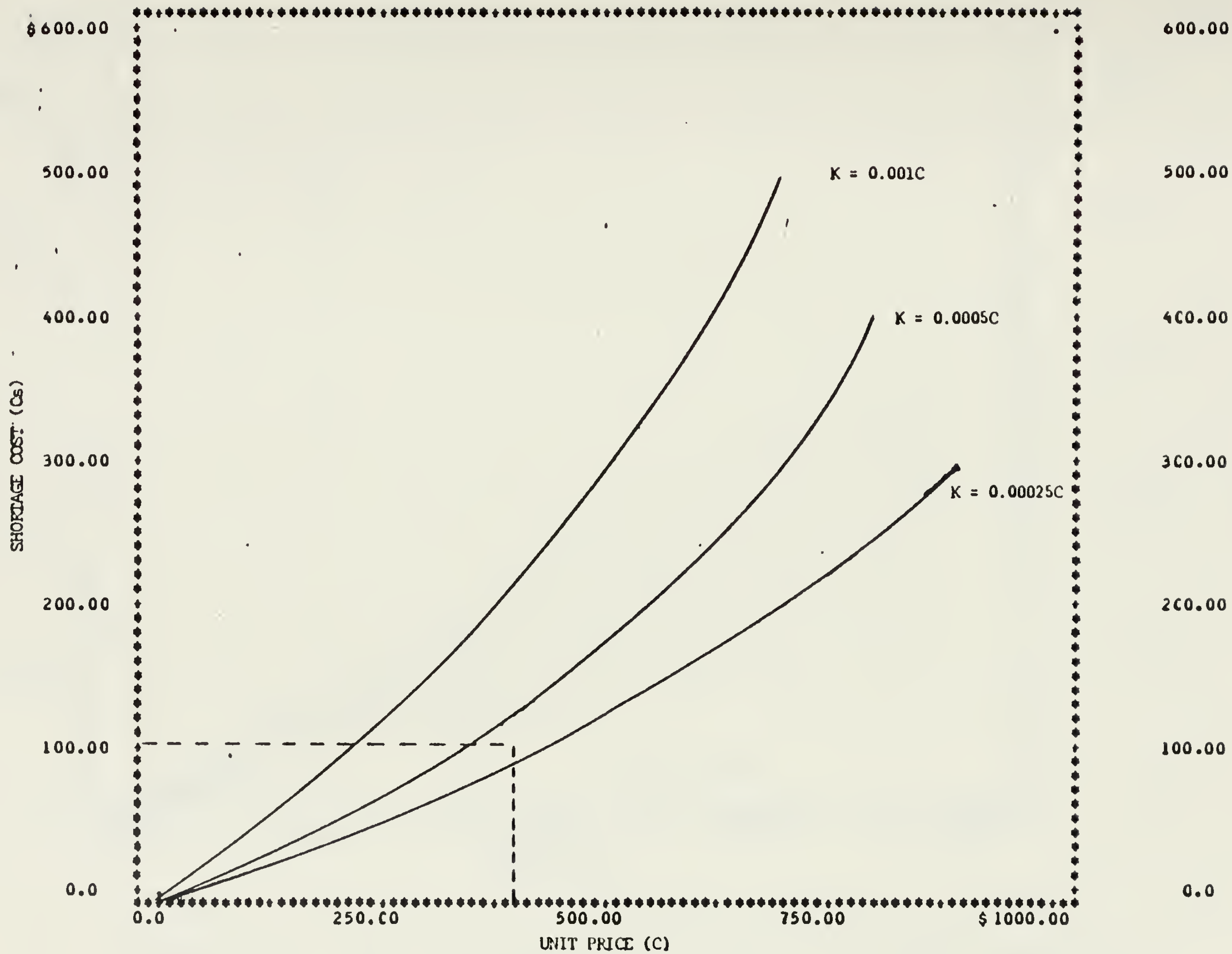


Figure 12: Unit Shortage Cost vs Unit Price when Optimal Y Is the Expected Demand and K Is Proportional to Unit Price

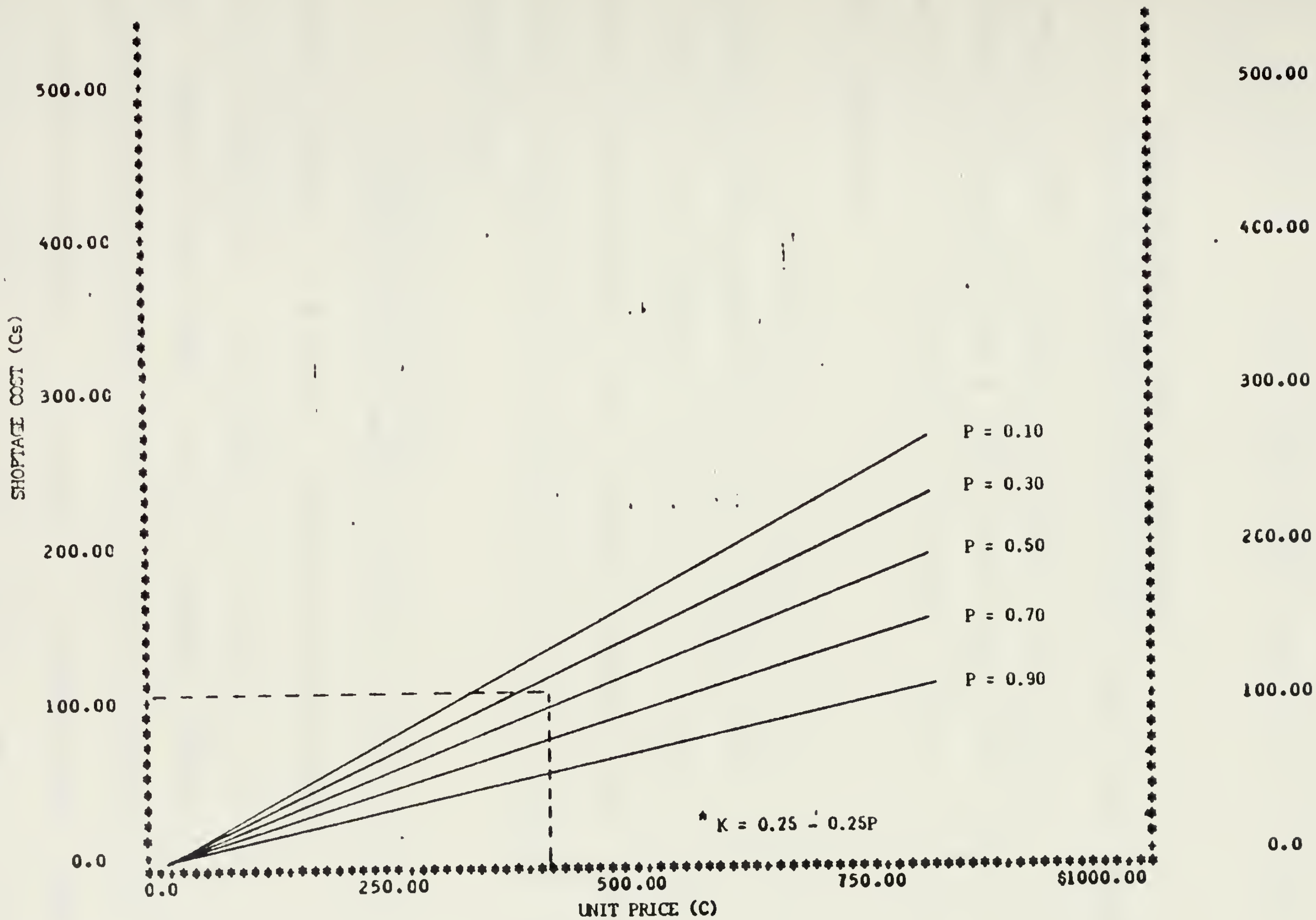


Figure 13: Unit Shortage Cost vs Unit Price when Optimal Y Is the Expected Demand and K Is Proportional to the Probability of Demand

C. OTHER INFLUENCES

Although a detailed analysis of them is beyond the scope of this thesis, two additional parameters are worthy of mention when influences of K and Cs are being considered. They include the complexity of the repairable asset and the induction quantity.

1. Repairable Asset Complexity

A large number of different assets are inducted for rework by NARF Alameda throughout the quarter. These inductions can range from a major end item such as an aircraft or an engine to a repairable component such as a generator or a fuel control.

It is reasonable to assume that the shortage and/or surplus costs associated with a major asset such as an aircraft will be different from those of a fuel control. A major end item may have a higher shortage cost because of its greater impact on the workload if a work stoppage is experienced.

2. Induction Quantity

A final factor which should be considered in the establishment of K and Cs values is the quantity of an asset to be inducted. For example, if only one asset is inducted per quarter the impact on the expected number of surplus parts will be much less than if ten assets had been inducted. A similar behavior will occur in the expected number of shortage of parts. As a consequence, K and Cs should

incorporate some increasing function of the number of anticipated inductions.

Additionally, knowledge of the anticipated need for a part in a future quarter should be incorporated in the K and possibly the Cs values. Usually there is some information known about the expected workload in the quarter following the period being scheduled at the workload conference. If an item can be used in the following quarter then the impact of a surplus at the end of the quarter being scheduled will not be as great as when no demands are expected.

V. SUMMARY, CONCLUSIONS, AND RECOMMENDATIONS

A. SUMMARY

The NARF located at NAS Alameda is presently implementing a variation of a MRP system. This system will provide management with the capability to project quarterly supply requirements based on the production schedule.

As discussed in Chapter II, the traditional MRP system is dependent upon the Master Production Schedule, Bill of Materials, and Inventory File. The production schedule is derived from a forecast of the expected requirements for an end product or products. The MRP logic assumes that once a production schedule is decided upon the material requirements can be accurately determined because of their dependency to the schedule.

Rework introduces a new parameter to the classic MRP approach because every repair part that is identified in the bill of materials is not necessarily required each time an asset is inducted into rework. In a rework process such as at NARF, only the parts that are defective are required to RFI the end product.

One goal of this thesis was to generate the probability of replacement values for the TF34 engine repair parts. It was assumed that the NARF's quarterly production schedule of N products creates a demand for a repair part that can be

modeled by the Binomial Distribution. Because of this uncertainty in demand, a support inventory is appropriate.

A proposed inventory model was developed by McMasters and is reviewed in the final sections of Chapter II. This inventory model provides a means for balancing the costs associated with inventory shortages and surpluses.

Chapter III contains the analysis of the engine repair data for 1980. There were large fluctuations in the number of engines reworked from quarter to quarter. Differences were also noted in the number of parts required to support the TF34-100 and 400 engines even though the depth of repair classification was the same. Additionally, increasing the depth of repair did not necessarily increase the number of line items required for that repair.

The units of applications and demand history files were utilized to generate the probability of replacement values for NSN identified parts which are procured with the NSA. The probabilities were assumed to be computable from the ratio of the total demand and the product of the units of application and total inductions. The calculated values ranged from 9.90 to a low of 0.0067. The probabilities equal to 1.00 indicate that the repair part is always replaced during rework. Values in excess of 1.00 are a result of excess material being ordered. A majority of the line items had an estimated P value of less than 0.27 or

greater than 0.75 with the accuracy increasing as the values approached either 0.00 or 1.00.

It was initially assumed that the repair parts with a high P value would generate a large percentage of the demand. But this assumption was refuted by the results of the analysis. The repair categories with a low induction rate but high units of application dominated the high P values; whereas the TF34 minor with the high induction rate prevailed at the low P values.

Regression analysis failed to identify any correlation between a part's unit price and its probability of replacement. Large variances in the unit price were found throughout the range of P values, with particularly large variances at the low P values. The average price of a repair part did decrease from approximately $300 to $120 as the probability increased from 0.01 to 0.70.

Inventory investment cost projections were determined based on stocking to the expected demand or mean, the first and second standard deviations beyond the mean, and at the 100% level. The total investment costs at the different levels of inventory began to greatly increase when the estimated P values dropped below 0.35. These costs could be greatly reduced by setting a ceiling such as $1000 on the unit price of a repair part to be placed in inventory. This was particularly effective at the low estimated P values.

Chapter IV presented parametric analyses of the surplus and shorgage costs when an optimal quantity of an item was placed in inventory. The surplus cost was a function of a factor designated as K and the unit price C of a repair part. Three shortage versus unit price curves were generated for the following proposed forms of the K factor:

1. K = A,
2. K = AC,
3. K = A - AP,

where A is a constant, C is the unit price, and P is the probability of replacement.

B. CONCLUSIONS

The following conclusions were reached from the analyses conducted in this thesis.

1. The implementation of an MRP system at NARF Alameda is important for projecting the quarterly supply requirements.

2. The P values are distorted by maintenance personnel ordering repair parts in excess of the units of application.

3. Except for the TF34 minor repair category, the one-year time period was too short to provide adequate sample sizes for attaining accurate estimates of the P values.

4. The lack of any correlation between the unit price and the probability of replacement was a result of the large variances in the unit prices.

5. The high unit prices are normally associated with the low estimated P values.

6. The pattern of peaks in the quantity and line items distributions is a result of the units of application and repair category induction rate.

7. The effectiveness of the Inventory Model can be increased if the actual shortage costs were known.

8. In absence of the actual shortage and surplus values, the shortage cost versus unit price curves can provide management with a tool for balancing the associated costs.

9. The actual form of the surplus cost factor K may be dependent on more than just unit price or probability of replacement.

C. RECOMMENDATIONS

This thesis is a preliminary step in the implementation phase of the NARF's MRP system. It concentrated on the TF34-100/400 engines. Analyses of a similar nature are needed on other components overhauled by the NARF. However, the work on the other components must await the development of their respective bills of materials. Relative to the TF34 engine the following recommendations for further analysis are made.

1. The MRP logic must be able to identify any repair part that is ordered with the actual induction that it is to be utilized on. It must also prevent personnel from ordering material in excess of the units of application.

2. The accuracy of the P values can be increased by having these values updated on a continual basis with the demands aggregated over several years to increase the sample size.

3. The actual costs of a work stoppage should be determined prior to the utilization of the Repair Part Inventory Model.

4. Further analysis of the surplus cost K factor should be conducted in order to adapt it to a form which is desirable to management.

APPENDIX A

NARF ALAMEDA DISPOSITION CODES

1.	A	Analytic Rework
2.	BT	Bench Test
3.	BZ	Beyond Economical Repair
4.	CR	Controlled Rework
5.	CT	Check and Test
6.	FV	Facility Verification
7.	L	Leave On
8.	MZ	Missing
9.	NA	Not Applicable
10.	ND	No Document
11.	NI	Not-Incorporated (TDC)
12.	NM	Negotiated Replacement (Missing)
13.	NZ	Non-Standard (Remove/Replace)
14.	OZ	Obsolete
15.	PR	SDLM/Depot Level Maintenance Rework
16.	R	Overhaul
17.	RZ	Remove for Accessability
18.	S	Scrap
19.	SP	Structural Sampling Program
20.	X	Remove for Access/Temporarily Re-install

APPENDIX B

SAMPLE RECORD FROM UNITS PER APPLICATION FILE

PART NUMBER	CCG	NSN	SMIC	NOMEN	UA
5026T42G02	RM	2840-00-030-9220	SN	SECTOR,S12	6
6C17T00P03		2840-00-030-9221	TB	SHAFT,HPT	1
6021T36G03	RM	2840-00-030-9222	SN	SEGMENT,S1	20
2682072	9Z	5360-00-030-9630		SPRING	2
52-01312-1		5360-00-030-9631		SPRING	1
52-01156-2		5360-00-030-9676		SPRING	1
52-01267-1		5360-00-030-9678		SPRING	1
3020T52P05	9Z	5365-00-030-9682		RING	1
390501		4820-00-032-1740		SEAT	1
4020T13P01		2840-00-032-2716	TB	SHIELD	1
3024T53P01		2840-00-032-2741	TB	WEIGHT	2
3024T53P02	RM	2840-00-032-2742	SN	WEIGHT	3
3024T53P03		2840-00-032-2758	TB	WEIGHT	2
3024T53P05		2840-00-032-2759	TB	WEIGHT	2
4020T37P02		2840-00-032-2761	TB	LEVER	8
4020T70P01		2840-00-032-2834	TB	WEIGHT	1
4019T38P01	RM	2840-00-032-2856	SN	SEAL	1
3023T57P01	RM	2840-00-032-2857	SN	WEIGHT	4
3023T57P03	RM	2840-00-032-2898	SN	WEIGHT	4
3023T57P04		2840-00-032-2937	TB	WEIGHT	20
6016T58G08	RM	2840-00-032-2959	SN	SEGMENT,S3	11
5033M36G01	RM	2925-00-032-3318	SN	CONNECTOR	1
7017M71G02	RM	2925-00-032-3319	SN	CONNECTOR	1
5033M33G03	RM	2925-00-032-3321	SN	CONNECTOR	1
J360P07	9Z	5365-00-032-3415		PLUG	1
J478P03	9Z	5340-00-032-3430		INSERT	26
52-01266-2	RM	2915-00-032-3540	SN	COVER	1
4420-522		2915-00-032-3545		LEVER ASSY	1
52-01310-1	RM	2915-00-033-3084	SN	PISTON	1
52-01265-2		2915-00-033-3085		COVER,ACCE	1
914619	RZ	4320-00-033-6873	SN	KIT-O/H	1
38-79004-00		4320-00-033-6877		SEAL	2
394519	RM	4320-00-033-6902	SN	RING ASSY	1
32-62315-00	RM	4320-00-033-6906	SN	PLATE ASSY	1
32-53005-10	RM	4320-00-033-6938	SN	HEAD ASSY	1
24-45600-01	RM	4320-00-033-6941	SN	GEROTOR AS	2
32-62315-00	RM	4320-00-033-6942	SN	PLATE ASSY	1
24-45500-00	RM	4320-00-033-6953	SN	GEROTOR AS	2
5024T16P01		4820-00-033-7116		PISTON	1
6020T24G02	RD	2840-00-033-7236	SN	PANEL	1
6016T63P04		2840-00-033-7247	TB	BLADE,4	160
6016T62P04	RM	2840-00-033-7250	SN	BLADE,3	158
6021T11P01	RM	2840-00-033-7254	SN	BLADE,STG1	30
6021T17P01		2840-00-033-7256	TB	BLADE,STG7	77
6021T17P02	RM	2840-00-033-7257	SN	BLADE,SP7	7
6021T19P01		2840-00-033-7266	TB	BLADE,STG9	79
6021T24P01		2840-00-033-7271	TB	BLADE,STG1	92
6021T24P02	RM	2840-00-033-7276	SN	BLADE,SP14	7
5026T33P01	RM	2840-00-033-7316	SN	VANE,STG3	68
5026T34P01		2840-00-033-7328	TB	VANE,STG4	76
5026T35P01	RM	2840-00-033-7336	SN	VANE,STG5	78
6021T20P01		2840-00-033-7350	TB	BLADE,STG1	85
6021T20P02	RM	2840-00-033-7352	SN	BLADE,SP10	7
6021T21P01		2840-00-033-7359	TB	BLADE,STG1	79
6021T21P02	RM	2840-00-033-7361	SN	BLADE,SP11	7
6018T50G02	RM	2840-00-033-7368	SN	SEAL,6 LPT	2
6018T50G05		2840-00-033-7369	TB	SEAL,6 LPT	2
6018T51G02	RM	2840-00-033-7380	SN	SEAL,6 LPT	2
6018T51G05		2840-00-033-7381	TB	SEAL,6 LPT	2
5023T67P01		2840-00-033-7382	TB	SEAL	1

APPENDIX C

SAMPLE RECORD FROM THE DEMAND HISTORY FILE

COG	NSN	RPR CATEGORY	QTR	UI	DEMAND	REQN	PRICE
1R	2840000309221	TF34/100/MAJ	3	EA	1	1	6240.00
1R	2840000309221	TF34/400/MIN	4	EA	1	1	6240.00
1R	2840000309222	TF34/100/MAJ	2	EA	20	1	133.00
1R	2840000309222	TF34/100/MAJ	3	EA	19	1	133.00
1R	2840000309222	TF34/100/MAJ	4	EA	20	1	192.00
1R	2840000309222	TF34/400/MIN	2	EA	20	1	133.00
1R	2840000309222	TF34/400/MIN	3	EA	40	2	133.00
1R	2840000309222	TF34/400/MIN	4	EA	20	1	133.00
1R	2840000322716	TF34/100/MAJ	2	EA	1	1	161.00
1R	2840000322759	TF34/100/MAJ	4	EA	100	1	1.90
1R	2840000322856	TF34/400/MIN	4	EA	2	2	663.00
9C	4320000336906	TF34/400/MAJ	4	EA	1	1	131.07
9C	4320000336941	TF34/400/MAJ	2	EA	2	1	138.64
9C	4320000336941	TF34/400/MAJ	4	EA	4	2	175.82
9C	4320000336941	TF34/400/MIN	3	EA	4	2	138.64
9C	4320000336953	TF34/400/MAJ	4	EA	2	1	105.44
9C	4320000336953	TF34/400/MIN	2	EA	2	1	105.44
9C	4320000336953	TF34/400/MIN	3	EA	7	4	105.44
9C	4320000336953	TF34/400/MIN	5	EA	2	1	105.44
1R	2840000337247	TF34/400/MIN	4	EA	42	1	46.00
1R	2840000337250	TF34/400/MIN	4	EA	72	1	42.50
1R	2840000337267	TF34/400/MIN	5	EA	8	1	14.50
1R	2840000337271	TF34/400/MIN	4	EA	99	1	11.00
1R	2840000337352	TF34/100/MIN	4	EA	30	1	8.10
1R	2840000337352	TF34/400/MIN	4	EA	5	1	11.00
1R	2840000337361	TF34/100/MIN	4	EA	30	1	9.50
1R	2840000337361	TF34/400/MIN	4	EA	5	1	10.50
1R	2840000337369	TF34/100/MAJ	2	EA	2	1	225.00
1R	2840000337369	TF34/100/MAJ	3	EA	2	1	225.00
1R	2840000337369	TF34/400/MAJ	5	EA	2	1	256.00
1R	2840000337369	TF34/400/MIN	4	EA	8	4	225.00
1R	2840000337381	TF34/100/MAJ	2	EA	2	1	245.00
1R	2840000337381	TF34/100/MAJ	3	EA	4	2	245.00
1R	2840000337381	TF34/400/MAJ	2	EA	2	1	245.00
1R	2840000337381	TF34/400/MAJ	5	EA	2	1	204.00
1R	2840000337381	TF34/400/MIN	4	EA	8	4	245.00
1R	2840000337475	TF34/100/MAJ	3	EA	4	2	298.00
1R	2840000337475	TF34/400/MAJ	3	EA	2	1	298.00
1R	2840000337475	TF34/400/MAJ	4	EA	4	2	293.00
1R	2840000337475	TF34/400/MAJ	5	EA	2	3	293.00
1R	2840000337475	TF34/400/MIN	2	EA	5	3	305.00
1R	2840000337475	TF34/400/MIN	3	EA	6	3	298.00
1R	2840000337475	TF34/400/MIN	4	EA	2	1	298.00
1R	2840000337489	TF34/100/MAJ	2	EA	2	1	237.00
1R	2840000337489	TF34/100/MAJ	3	EA	2	1	237.00
1R	2840000337489	TF34/100/MIN	4	EA	2	1	237.00
1R	2840000337489	TF34/100/MIN	5	EA	1	1	273.00
1R	2840000337489	TF34/400/MAJ	2	EA	2	1	237.00
1R	2840000337489	TF34/400/MAJ	3	EA	2	1	237.00
1R	2840000337489	TF34/400/MAJ	4	EA	4	2	237.00
1R	2840000337489	TF34/400/MAJ	5	EA	4	2	273.00
1R	2840000337489	TF34/400/MIN	2	EA	10	6	237.00
1R	2840000337489	TF34/400/MIN	3	EA	9	5	237.00
1R	2840000337489	TF34/400/MIN	4	EA	8	4	237.00
1R	2840000337500	TF34/100/MAJ	2	EA	4	2	234.00
1R	2840000337500	TF34/100/MAJ	3	EA	2	1	234.00
1R	2840000337500	TF34/100/MIN	3	EA	2	1	234.00
1R	2840000337500	TF34/100/MIN	4	EA	2	1	234.00
1R	2840000337500	TF34/100/MIN	5	EA	1	1	273.00
1R	2840000337500	TF34/400/MAJ	2	EA	2	1	234.00

APPENDIX D

PROBABILITY REPLACEMENT "P" VALUES

COG	NSN	SMIC	NOMEN	REPAIR	U/A	RFI	DEM	RQN	AVGRQN	PRICE	PROB
9Z	5307002913491		INSERT	400MIN	2	62	100	1	100.00	0.17	0.8065
1R	2840001263115	TB	SEAL,HPT	400MIN	1	62	45	4	11.25	264.00	0.7258
9Z	5315001114100		PIN	400MIN	1	62	30	2	15.00	6.90	0.4839
1R	2840000097606	TB	SECTOR,S	400MIN	6	62	174	29	6.00	144.00	0.4677
9Z	5330000388052		PACKING	400MIN	2	62	50	1	50.00	5.35	0.4032
1R	5330001238497	SN	PACKING	400MIN	2	62	50	1	50.00	4.60	0.4032
9Z	5330001701472		PACKING	400MIN	1	62	25	1	25.00	0.28	0.4032
1R	5307002014878	SN	STUD	400MIN	1	62	25	1	25.00	9.10	0.4032
1R	2840010419545	SN	BLADE,LK	400MIN	1	62	24	1	24.00	14.00	0.3871
1R	2840000097607	SN	SECTOR,S	400MIN	6	62	130	21	6.19	147.00	0.3495
1R	2840010419540	TB	SEGMENT,	400MIN	24	62	515	22	23.41	1100.00	0.3461
1R	2840000097608	TB	SECTOR,S	400MIN	6	62	126	21	6.00	154.00	0.3387
1R	5310001849447	SN	NUT	400MIN	1	62	20	1	20.00	110.00	0.3226
1R	2840001465494	SN	SECTOR,S	400MIN	5	62	96	13	7.38	99.00	0.3097
1R	2840000419901	SN	SEAL	400MIN	1	62	19	19	1.00	25.50	0.3065
1R	5365001677663	TB	DTCTR,CH	400MIN	1	62	19	11	1.73	25.50	0.3065
1R	2840001697494	TB	BLADE,1	400MIN	100	62	1900	19	100.00	156.00	0.3065
9Z	5307001113939		STUD	400MIN	8	62	144	9	16.00	13.18	0.2903
1R	2840006073562	TB	KIT,NO7	400MIN	1	62	15	12	1.25	195.00	0.2419
1R	2840000420031	SN	SHROUD,S	400MIN	2	62	29	15	1.93	260.00	0.2339
1R	2840000337489	TB	SHROUD,S	400MIN	2	62	27	15	1.80	273.00	0.2177
1R	2840001465497	TB	VANE,STG	400MIN	68	62	894	13	68.77	24.00	0.2120
1R	2840000424073	SN	RETAINER	400MIN	1	62	13	3	4.33	32.50	0.2097
1R	2840001281205	SN	SEGMENT,	400MIN	22	62	265	3	88.33	329.00	0.1943
1R	2840000823321	TB	NOZZLE	400MIN	1	62	12	12	1.00	69.00	0.1935
1R	5999000943289	SN	DETECTOR	400MIN	1	62	12	9	1.33	38.00	0.1935
1R	2840001465509	SN	VANE,STG	400MIN	90	62	1080	12	90.00	18.00	0.1935
1R	2840010492482	TB	KIT,CPLG	400MIN	1	62	12	12	1.00	5990.00	0.1935
1R	5330010604865	SN	PACKING	400MIN	3	62	36	12	3.00	170.00	0.1935
1R	4710010659000	SN	TUBE	400MIN	1	62	12	12	1.00	146.00	0.1935
1R	2840001465505	SN	VANE,STG	400MIN	80	62	937	14	66.93	18.50	0.1889
1R	2840000597688	SN	KIT,1 SE	400MIN	1	62	11	11	1.00	252.00	0.1774
9Z	5340001281816		CLEVIS	400MIN	2	62	22	11	2.00	159.73	0.1774
1R	2840001465498	SN	VANE,STG	400MIN	76	62	812	11	73.82	24.00	0.1723
9Z	5310001681971		NUT ASSY	400MIN	3	62	32	8	4.00	26.71	0.1720
1R	2840001465499	TB	VANE,STG	400MIN	78	62	791	10	79.10	24.00	0.1636
1R	2840000337518	TB	SHROUD,S	400MIN	2	62	20	10	2.00	275.00	0.1613
1R	2840000419640	TB	KEY	400MIN	2	62	20	10	2.00	22.50	0.1613
1R	2840000419946	TB	SEAL	400MIN	1	62	10	5	2.00	56.00	0.1613
1R	2840000596421	SN	NOZZLE,5	400MIN	2	62	20	12	1.67	82.00	0.1613
1R	2840000600163	SN	KIT, 3 S	400MIN	1	62	10	10	1.00	191.00	0.1613
1R	5330001236541	SN	PACKING	400MIN	1	62	10	1	10.00	5.10	0.1613
1R	2840001434350	TB	SHROUD,S	400MIN	2	62	20	10	2.00	273.00	0.1613
1R	3110001645661	SN	BEARING,	400MIN	1	62	10	8	1.25	592.00	0.1613
1R	2840001711964	TB	SECTOR,S	400MIN	1	62	10	10	1.00	22.50	0.1613
9V	5315001717942		WIRE	400MIN	1	62	10	1	10.00	5.81	0.1613
1R	5365001737446	TB	DTCTR,CH	400MIN	3	62	30	10	3.00	18.50	0.1613
1R	5310005081654	SN	NUT	400MIN	1	62	10	2	5.00	13.50	0.1613
1R	2840006073464	TB	KIT,NO 1	400MIN	1	62	10	10	1.00	398.00	0.1613
1R	2840006073638	TB	KIT,NO 5	400MIN	1	62	10	10	1.00	240.74	0.1613
9V	3120010375392	TB	BUSHING	400MIN	1	62	10	3	3.33	104.91	0.1613
1R	2840000097605	SN	VANE,STG	400MIN	82	62	772	10	77.20	25.00	0.1518
1R	2840000903281	SN	KIT,4 SE	400MIN	1	62	9	9	1.00	121.00	0.1452
1R	3110001236419	SN	BEARING,	400MIN	1	62	9	7	1.29	747.00	0.1452
1R	2840006073466	TB	KIT,NO.3	400MIN	1	62	9	9	1.00	340.00	0.1452
1R	2840010473833	SN	PLATE	400MIN	1	62	9	9	1.00	3470.00	0.1452
1R	2840000337500	SN	SHROUD,S	400MIN	2	62	17	9	1.89	273.00	0.1371
1R	2840000366338	TB	SEAL	400MIN	24	62	200	1	200.00	0.37	0.1344
1R	2840000419008	TB	KEY	400MIN	4	62	32	8	4.00	5.40	0.1290
1R	2840000596429	SN	RING,2	400MIN	1	62	8	8	1.00	763.00	0.1290

1R	2840000599891	SN	RING,5	400MIN	1	62	8	8	1.00	1190.00	0.1290
1R	2840000602275	TB	NOZZLE,4	400MIN	2	62	16	8	2.00	244.00	0.1290
1R	2840000823289	SN	RING,3	400MIN	1	62	8	8	1.00	548.00	0.1290
1R	3110001677906	SN	BEARING,	400MIN	1	62	8	6	1.33	522.00	0.1290
1R	4320010107111	SN	SCREEN	400MIN	2	62	16	8	2.00	39.50	0.1290
1R	2840001465485	TB	BLADE,ST	400MIN	92	62	711	8	88.88	11.00	0.1246
9Z	5315009456332		PIN	400MIN	4	62	30	5	6.00	0.21	0.1210
1R	2840005596427	SN	RING,1	400MIN	1	62	7	7	1.00	811.00	0.1129
1R	2840000823296	SN	RING,4	400MIN	1	62	7	7	1.00	1250.00	0.1129
1R	4320000997108	SN	PLATE AS	400MIN	1	62	7	7	1.00	179.00	0.1129
1R	4730001274402	SN	ADAPTER	400MIN	1	62	7	5	1.40	104.00	0.1129
1R	2840001465531	TB	VANE,STG	400MIN	56	62	392	7	56.00	26.00	0.1129
1R	2945005700238	SN	FILTER	400MIN	1	62	7	7	1.00	733.00	0.1129
9V	2840005957113	TB	SEAL	400MIN	1	62	7	3	2.33	20.94	0.1129
1R	2840006073487	TB	KIT,NO.6	400MIN	1	62	7	7	1.00	464.00	0.1129
9Z	5310007633925		WASHER	400MIN	10	62	70	4	17.50	0.03	0.1129
1R	3110010341459	SN	BEARING,	400MIN	1	62	7	5	1.40	453.00	0.1129
1R	2925010343141	SN	IGNITOR	400MIN	2	62	14	8	1.75	103.00	0.1129
1R	4730010371706	SN	ADAPTER	400MIN	1	62	7	6	1.17	17.50	0.1129
1R	2840010670389	SN	PLATE	400MIN	1	62	7	7	1.00	813.00	0.1129
1R	2840000337475	SN	SHROUD,S	400MIN	2	62	13	7	1.86	293.00	0.1048
1R	2840000420045	SN	SHROUD,S	400MIN	2	62	13	7	1.86	263.00	0.1048
1R	2840000379685	SN	COVER	400MIN	1	62	6	1	6.00	35.00	0.0968
1R	2840000420038	TB	SHROUD,S	400MIN	2	62	12	6	2.00	292.00	0.0968
1R	2840005599353	SN	COVER	400MIN	1	62	6	2	3.00	34.50	0.0968
1R	2840000601462	SN	NOZZLE	400MIN	1	62	6	6	1.00	62.00	0.0968
1R	2840001245389	TB	RETAINER	400MIN	1	62	6	2	3.00	23.00	0.0968
1R	5310001639427	SN	NUT	400MIN	1	62	6	1	6.00	45.50	0.0968
1R	3110001677905	SN	BEARING	400MIN	1	62	6	5	1.20	113.00	0.0968
9V	2840006052872	TB	BRACKET	400MIN	1	62	6	2	3.00	7.79	0.0968
9V	2840010180478	TB	SUPPORT	400MIN	1	62	6	6	1.00	252.98	0.0968
1R	2840010667275	SN	BAND,OUT	400MIN	1	62	6	1	6.00	174.00	0.0968
1R	5307010721387	SN	STUD	400MIN	6	62	35	1	35.00	9.50	0.0941
1R	2840001697476	TB	BLADE,ST	400MIN	85	62	487	6	81.17	12.00	0.0924
1R	2840001697480	TB	BLADE,ST	400MIN	92	62	510	6	85.00	13.00	0.0894
9C	4320000336953		GEROTOR	400MIN	2	62	11	6	1.83	71.39	0.0887
1R	2840000366420	TB	SEAL,4 L	400MIN	2	62	10	5	2.00	249.00	0.0806
1R	4710003387868	SN	TUBE	400MIN	1	62	5	3	1.67	17.50	0.0806
9C	4320000416652	SN	PLATE	400MIN	1	62	5	5	1.00	38.25	0.0806
9C	4320000578695		SHAFT	400MIN	1	62	5	1	5.00	59.67	0.0806
1R	2840000600107	SN	ARM	400MIN	146	62	730	5	146.00	3.50	0.0806
1R	2840000600110	SN	ARM	400MIN	24	62	120	5	24.00	8.80	0.0806
1R	2840000600122	TB	ARM	400MIN	16	62	80	5	16.00	3.50	0.0806
1R	2840000956230	TB	COVER	400MIN	1	62	5	1	5.00	222.00	0.0806
1R	4720001278205	SN	HOSE	400MIN	1	62	5	5	1.00	84.00	0.0806
1R	2840001281372	SN	PIN	400MIN	2	62	10	1	10.00	14.00	0.0806
1R	4820001435878	TB	VALVE	400MIN	1	62	5	5	1.00	24.50	0.0806
1R	3110001590921	TB	BEARING,	400MIN	1	62	5	5	1.00	547.00	0.0806
1R	3110001677910	SN	BEARING,	400MIN	1	62	5	5	1.00	585.00	0.0806
9Z	5310002019970		WASHER	400MIN	1	62	5	1	5.00	24.22	0.0806
1R	3120010123865	SN	BUSHING	400MIN	1	62	5	1	5.00	80.00	0.0806
1R	2840010345822	TB	PLATE	400MIN	1	62	5	5	1.00	3080.00	0.0806
1R	2840010419534	SN	BLADE,LK	400MIN	1	62	5	1	5.00	9.50	0.0806
1R	2840010419535	SN	BLADE,LK	400MIN	1	62	5	1	5.00	9.40	0.0806
1R	2840010419549	SN	BLADE,LK	400MIN	1	62	5	1	5.00	8.70	0.0806
1R	2840010428214	SN	BLADE,LK	400MIN	1	62	5	1	5.00	11.00	0.0806
9V	5340010778204	TB	CLAMP,HA	400MIN	1	62	5	2	2.50	6.84	0.0806
1R	2840001597808	TB	BLADE,ST	400MIN	79	62	360	5	72.00	12.50	0.0735
1R	2840001697484	TB	BLADE,ST	400MIN	92	62	405	5	81.00	13.00	0.0710
1R	2840001465533	SN	SECTOR,S	400MIN	6	62	26	5	5.20	108.00	0.0699
1R	5310009147530	FQ	WASHER	400MIN	324	62	1400	4	350.00	0.22	0.0697
1R	2840001697481	SN	BLADE,SP	400MIN	7	62	30	3	10.00	11.00	0.0691
1R	5307001196022	SN	STUD	400MIN	12	62	50	1	50.00	3.20	0.0672
1R	2840000309222	SN	SEGMENT,	400MIN	20	62	80	4	20.00	192.00	0.0645
1F	2840000337369	TB	SEAL,6 L	400MIN	2	62	8	4	2.00	256.00	0.0645
1R	2840000337381	TB	SEAL,6 L	400MIN	2	62	8	4	2.00	204.00	0.0645
1R	2840000366358	SN	SEAL,HPT	400MIN	9	62	36	4	9.00	182.80	0.0645
1R	2840000453926	SN	SEAL	400MIN	1	62	4	4	1.00	698.00	0.0645
1R	2840000602144	SN	SHAFT	400MIN	1	62	4	4	1.00	492.00	0.0645
1R	2925000828219	SN	ADAPTER	400MIN	2	62	8	5	1.60	133.00	0.0645

9C	4320000936337		GEROTOR	400MIN	2	62	8	4	2.00	79.92	0.0645
1R	2840000956403	SN	BOLT,HOO	400MIN	4	62	16	4	4.00	12.00	0.0645
1R	2840001276979	SN	NOZZLE	400MIN	1	62	4	1	4.00	123.00	0.0645
1R	2840001277198	SN	BRACKET	400MIN	1	62	4	1	4.00	19.50	0.0645
1R	3110001282264	SN	BEARING	400MIN	1	62	4	2	2.00	80.00	0.0645
1R	2840001465526	TB	SECTOR,V	400MIN	2	62	8	5	1.60	197.00	0.0645
9Z	3120001517768		BEARING	400MIN	4	62	16	4	4.00	3.01	0.0645
1R	3120001590884	SN	SLEEVE	400MIN	1	62	4	2	2.00	113.00	0.0645
1R	3110001590944	SN	BEARING	400MIN	1	62	4	3	1.33	213.00	0.0645
9Z	5340001645638		CLEVIS	400MIN	2	62	8	5	1.60	77.68	0.0645
9Z	5310001825620		NUT ASSY	400MIN	2	62	8	2	4.00	15.97	0.0645
1R	4730010152349	SN	ELBOW	400MIN	1	62	4	1	4.00	108.00	0.0645
9V	2840010180479	TB	SEAL	400MIN	1	62	4	6	0.67	624.16	0.0645
1R	2840010492480	SN	COWL,OUT	400MIN	1	62	4	4	1.00	246.00	0.0645
9V	5305006110391	TB	PIN	400MIN	10	62	37	2	18.50	3.84	0.0597
9Z	5340001196229		CLEVIS	400MIN	8	62	28	5	5.60	118.12	0.0565
1R	2840001598050	TB	BLADE,ST	400MIN	55	62	186	3	62.00	20.50	0.0545
1R	5305006110395		PIN	400MIN	27	62	91	5	18.20	5.20	0.0544
1R	2840001697472	TB	BLADE,ST	400MIN	79	62	261	4	65.25	18.50	0.0533
9J	3120000116622		BEARING	400MIN	8	62	24	4	6.00	10.50	0.0484
1R	2840000366347	TB	SHROUD,S	400MIN	10	62	30	3	10.00	218.00	0.0484
1R	2840000413157	SN	SEAL,4 L	400MIN	2	62	6	3	2.00	227.00	0.0484
1R	2840000427449	SN	ADAPTER	400MIN	2	62	6	4	1.50	174.00	0.0484
1R	2840000427469	SN	ADAPTER	400MIN	2	62	6	4	1.50	170.00	0.0484
1R	2840000427669	SN	CAP	400MIN	1	62	3	3	1.00	140.00	0.0484
9C	4320000583576		BLADE	400MIN	4	62	12	3	4.00	16.52	0.0484
1R	2840000596445	TB	SEAL,5 L	400MIN	2	62	6	3	2.00	177.00	0.0484
1R	2840000601646	SN	SHAFT	400MIN	2	62	6	5	1.20	206.00	0.0484
9Z	5310001114044		NUT ASSY	400MIN	1	62	3	1	3.00	46.50	0.0484
1R	3110001145345	SN	BEARING	400MIN	2	62	6	3	2.00	227.00	0.0484
1R	2840001275297	SN	BRACKET	400MIN	1	62	3	3	1.00	23.00	0.0484
1R	5340001278571	SN	BRACKET	400MIN	1	62	3	3	1.00	10.50	0.0484
1R	3110001281841	SN	BEARING	400MIN	1	62	3	3	1.00	95.00	0.0484
1R	3110001282339	SN	BEARING	400MIN	1	62	3	3	1.00	96.00	0.0484
1R	2840001317650	SN	BRACKET	400MIN	1	62	3	2	1.50	36.00	0.0484
1R	3110001590933	SN	BEARING	400MIN	1	62	3	3	1.00	219.00	0.0484
1R	3110001645666	SN	BEARING	400MIN	2	62	6	3	2.00	260.00	0.0484
1R	2840005957090	TB	BRACKET	400MIN	1	62	3	1	3.00	29.50	0.0484
1R	2840005957298	TB	BRACKET	400MIN	1	62	3	1	3.00	25.50	0.0484
9V	2840006052805	TB	BRACKET	400MIN	1	62	3	1	3.00	10.58	0.0484
1R	2840006053210	SN	SEGMENT,	400MIN	27	62	81	3	27.00	678.68	0.0484
1R	3130006142079	TB	SUPPORT	400MIN	2	62	6	3	2.00	71.00	0.0484
9Z	5365008042276		RING	400MIN	1	62	3	1	3.00	0.48	0.0484
9Z	3120009425064		BEARING	400MIN	12	62	36	2	18.00	10.59	0.0484
1R	2840010030185	SN	BRACKET	400MIN	1	62	3	1	3.00	26.50	0.0484
1R	2840010036996	SN	BRACKET	400MIN	1	62	3	3	1.00	33.00	0.0484
1R	2840010037050	SN	BRACKET	400MIN	1	62	3	3	1.00	69.00	0.0484
1R	2925010041598	SN	MODULE-A	400MIN	1	62	3	3	1.00	3600.00	0.0484
1R	2925010041628	SN	MODULE-A	400MIN	1	62	3	3	1.00	2300.00	0.0484
1R	2925010042188	SN	MODULE-A	400MIN	1	62	3	3	1.00	2780.00	0.0484
1R	4730010125014	SN	ELBOW	400MIN	2	62	6	2	3.00	44.50	0.0484
9Z	5315001677923		PIN	400MIN	14	62	39	3	13.00	3.19	0.0449
1R	3110001639334	SN	BEARING	400MIN	3	62	8	3	2.67	75.00	0.0430
1R	2840001317617	SN	BRACKET	400MIN	2	62	5	1	5.00	18.00	0.0403
1R	2840001697493	SN	BLADE,S1	400MIN	30	62	74	3	24.67	56.00	0.0398
1R	2840000259481	TB	SEGMENT,	400MIN	20	62	48	3	16.00	290.00	0.0387
1R	2840001633279	SN	BLADE,ST	400MIN	35	62	84	2	42.00	30.50	0.0387
1R	5310001646417	TB	NUT	400MIN	52	62	120	16	7.50	0.90	0.0372
1R	2840001598068	TB	BLADE,ST	400MIN	67	62	144	2	72.00	20.50	0.0347
9Z	5305001625598		BOLT	400MIN	48	62	100	2	50.00	2.02	0.0336
1R	4320000183701	SN	KIT-CURE	400MIN	1	62	2	2	1.00	208.00	0.0323
1R	2840000322856	SN	SEAL	400MIN	1	62	2	2	1.00	813.00	0.0323
9C	4320000336941	SN	GEROTOR	400MIN	2	62	4	2	2.00	175.82	0.0323
1R	2840000337561	SN	KIT,CARB	400MIN	1	62	2	2	1.00	64.00	0.0323
1R	3040000366216	SN	GEARSHAF	400MIN	1	62	2	2	1.00	1100.00	0.0323
9C	4320000416651	SN	PLATE	400MIN	1	62	2	2	1.00	151.31	0.0323
1R	2840000418155	TB	SEAL,5 L	400MIN	2	62	4	2	2.00	249.00	0.0323
1R	2840000420065	SN	SEAL	400MIN	1	62	2	2	1.00	1080.00	0.0323
1R	2840000426289	SN	SEAL	400MIN	1	62	2	2	1.00	41.00	0.0323
1R	2840000597016	SN	NOZZLE	400MIN	1	62	2	2	1.00	38.50	0.0323

9C	4320000822494		INSERT	400MIN	1	62	2	2	1.00	46.75	0.0323
9C	4710000903070		TUBE	400MIN	1	62	2	1	2.00	34.42	0.0323
9C	4320000936334		PLATE	400MIN	1	62	2	2	1.00	109.99	0.0323
1R	2840000997124	SN	BLADE,S2	400MIN	38	62	76	2	38.00	35.00	0.0323
1R	3020001027581	SN	GEAR	400MIN	1	62	2	2	1.00	2180.00	0.0323
1R	3110001145348	SN	BEARING	400MIN	1	62	2	2	1.00	111.00	0.0323
1R	2840001227121	SN	RETAINER	400MIN	1	62	2	2	1.00	499.00	0.0323
1R	2915001227243	SN	ACCUMULA	400MIN	1	62	2	1	2.00	211.00	0.0323
1R	2840001263114	SN	SEAL HPT	400MIN	9	62	18	2	9.00	174.00	0.0323
1R	4720001278565	SN	HOSE	400MIN	1	62	2	2	1.00	76.00	0.0323
1R	3110001282285	SN	BEARING	400MIN	2	62	4	2	2.00	85.00	0.0323
1R	3110001282332	SN	BEARING	400MIN	1	62	2	2	1.00	194.00	0.0323
1R	3110001282341	SN	BEARING	400MIN	1	62	2	2	1.00	77.00	0.0323
1R	3110001282342	SN	BEARING	400MIN	1	62	2	1	2.00	386.00	0.0323
9Z	5365001447955		SHIM	400MIN	1	62	2	1	2.00	8.36	0.0323
1R	5365001639400	SN	PLUG	400MIN	2	62	4	1	4.00	4.00	0.0323
1R	5310001639428	TB	NUT	400MIN	40	62	80	2	40.00	2.00	0.0323
9Z	5340001645639	TB	CLEVIS	400MIN	1	62	2	2	1.00	83.13	0.0323
1R	3110001737454	SN	BEARING	400MIN	1	62	2	3	0.67	89.00	0.0323
9V	2840006052785	TB	CABLE	400MIN	1	62	2	2	1.00	260.95	0.0323
9V	2840006053209	TB	BUSHING	400MIN	54	62	108	3	36.00	11.56	0.0323
1R	2840006073468	TB	KIT,NO 4	400MIN	1	62	2	2	1.00	200.00	0.0323
1R	4720010030230	SN	HOSE	400MIN	1	62	2	4	0.50	110.00	0.0323
1R	2925010031054	SN	CABLE	400MIN	1	62	2	2	1.00	1040.00	0.0323
9V	5307010046447		STUD	400MIN	2	62	4	1	4.00	8.37	0.0323
1R	2925010115619	SN	CABLE	400MIN	1	62	2	2	1.00	395.00	0.0323
9V	2840010500884	TB	SHAFT,FW	400MIN	1	62	2	2	1.00	5.00	0.0323
1R	2840010670156	SN	HSG,TUBE	400MIN	1	62	2	1	2.00	193.00	0.0323
9Z	5307001195752		STUD	400MIN	6	62	10	1	10.00	1.92	0.0269
1R	2840000419620	SN	SUPPORT	400MIN	2	62	3	2	1.50	99.00	0.0242
1R	2925000604851	SN	BRACKET	400MIN	2	62	3	3	1.00	45.00	0.0242
1R	2840001317482	SN	BRACKET	400MIN	2	62	3	3	1.00	28.50	0.0242
1R	2840001465529	SN	SECTOR,V	400MIN	2	62	3	2	1.50	161.00	0.0242
1R	4730010037880	SN	REDUCER	400MIN	4	62	6	6	1.00	7.90	0.0242
1R	2840001598069	SN	BLADE,SP	400MIN	7	62	10	1	10.00	17.50	0.0230
1R	5340001878892	TB	INSERT	400MIN	37	62	50	1	50.00	2.00	0.0218
9V	5310006073857		NUT	400MIN	37	62	50	5	10.00	2.00	0.0218
1R	2840010683276	SN	BODY,SWI	400MIN	18	62	23	5	4.60	507.00	0.0206
1R	2915000299674	SN	CAP	400MIN	17	62	20	4	5.00	76.00	0.0190
1R	2840001633332	TB	BLADE,ST	400MIN	45	62	52	3	17.33	35.00	0.0186
1R	2840001597809	SN	BLADE,SP	400MIN	7	62	8	1	8.00	11.50	0.0184
1R	2840001633265	TB	BLADE,SP	400MIN	7	62	8	1	8.00	37.00	0.0184
1R	2840001697470	SN	BLADE,SP	400MIN	7	62	8	1	8.00	14.50	0.0184
1R	2840001697477	SN	BLADE,SP	400MIN	7	62	8	1	8.00	10.50	0.0184
1R	2840001697485	SN	BLADE,SP	400MIN	7	62	8	1	8.00	9.40	0.0184
1R	5307000014624	TB	STUD	400MIN	45	62	50	1	50.00	3.00	0.0179
1R	2840001573757	TB	RETAINER	400MIN	9	62	10	1	10.00	1.90	0.0179
9Z	5315001645659		PIN	400MIN	27	62	30	1	30.00	1.40	0.0179
1R	2840000600112	TB	ARM	400MIN	126	62	138	1	138.00	3.50	0.0177
1R	2840001598072	TB	BLADE,ST	400MIN	77	62	84	1	84.00	20.00	0.0176
1R	2840000337271	TB	BLADE,ST	400MIN	92	62	99	1	99.00	11.00	0.0174
1R	2840001697467	TB	BLADE,ST	400MIN	89	62	96	1	96.00	16.00	0.0174
1R	2925000014605	SN	PLUG	400MIN	1	62	1	1	1.00	222.00	0.0161
1R	2840000309221	TB	SHAFT,HP	400MIN	1	62	1	1	1.00	6970.00	0.0161
1R	2840000337568	SN	KIT,CARB	400MIN	2	62	2	2	1.00	53.00	0.0161
9C	3020000379581		GEARSHAF	400MIN	1	62	1	1	1.00	1590.00	0.0161
1R	2925000379913	SN	CONNECTO	400MIN	1	62	1	1	1.00	389.00	0.0161
9C	4710000387855		TUBE	400MIN	1	62	1	1	1.00	25.17	0.0161
9C	4710000416637		TUBE	400MIN	1	62	1	1	1.00	166.43	0.0161
1R	2840000413411	TB	SHAFT	400MIN	1	62	1	1	1.00	526.00	0.0161
1R	2840000418441	SN	HOUSING	400MIN	1	62	1	1	1.00	113.00	0.0161
1R	2840000418462	SN	HOUSING	400MIN	1	62	1	1	1.00	102.00	0.0161
1R	2840000420077	SN	BELLCRAN	400MIN	2	62	2	3	0.67	180.00	0.0161
1R	2840000421746	SN	STRUT	400MIN	1	62	1	1	1.00	568.00	0.0161
1R	2840000426597	TB	NUT	400MIN	1	62	1	1	1.00	1040.00	0.0161
1R	2840000426640	SN	RETAINER	400MIN	10	62	10	1	10.00	38.00	0.0161
1R	2840000426896	SN	SEAL	400MIN	1	62	1	1	1.00	760.00	0.0161
1R	2840000456347	SN	PLATE	400MIN	1	62	1	1	1.00	2340.00	0.0161
1R	2925000462425	SN	CABLE	400MIN	1	62	1	1	1.00	489.00	0.0161
9C	4320000573634		PLATE	400MIN	1	62	1	1	1.00	159.84	0.0161

9C	4320000583160		BLADE	400MIN	8	62	8	1	8.00	18.33	0.0161
1R	2840000596965	SN	HOUSING	400MIN	1	62	1	1	1.00	113.00	0.0161
1R	2840000598961	TB	SPINNER	400MIN	1	62	1	1	1.00	71.00	0.0161
1R	2840000599563	SN	SHAFT	400MIN	1	62	1	1	1.00	778.00	0.0161
1R	2840000600167	SN	NOZZLE,3	400MIN	1	62	1	1	1.00	84.00	0.0161
9C	4730000822054		ELBOW	400MIN	2	62	2	1	2.00	12.68	0.0161
1R	2840000823361	SN	HOUSING	400MIN	1	62	1	1	1.00	78.00	0.0161
1R	2840000823362	SN	HOUSING	400MIN	1	62	1	1	1.00	131.00	0.0161
1R	2840000823364	SN	HOUSING	400MIN	1	62	1	1	1.00	83.00	0.0161
1R	6680000925609	SN	PLUG	400MIN	1	62	1	1	1.00	15.00	0.0161
1R	2840000925709	TB	SLINGER	400MIN	1	62	1	1	1.00	111.00	0.0161
1R	4820000943006	SN	VALVE AS	400MIN	1	62	1	1	1.00	147.00	0.0161
1R	4710000971325	TB	TUBE	400MIN	1	62	1	1	1.00	32.50	0.0161
1R	2840000971413	SN	RETAINER	400MIN	1	62	1	1	1.00	41.50	0.0161
9C	3020001004750		GEARSHAF	400MIN	1	62	1	1	1.00	1210.00	0.0161
9C	3020001022562		GEAR	400MIN	1	62	1	1	1.00	1140.00	0.0161
9C	3010001078574		COUPLING	400MIN	1	62	1	1	1.00	161.97	0.0161
9C	3020001078592		GEARSHAF	400MIN	1	62	1	1	1.00	1960.00	0.0161
9Z	3110001145346		BEARING	400MIN	1	62	1	1	1.00	93.24	0.0161
1R	2840001218660	TB	SPINNER	400MIN	1	62	1	1	1.00	1470.00	0.0161
1R	2915001277235	SN	ELEMENT	400MIN	1	62	1	1	1.00	204.00	0.0161
9Z	5340001281775		TURNBUCK	400MIN	4	62	4	1	4.00	18.03	0.0161
1R	3110001282170	SN	BEARING	400MIN	4	62	4	1	4.00	80.00	0.0161
1R	3110001282327	SN	BEARING	400MIN	1	62	1	1	1.00	131.00	0.0161
1R	4720001312743	SN	HOSE	400MIN	1	62	1	1	1.00	23.00	0.0161
1R	4720001312883	SN	HOSE	400MIN	1	62	1	1	1.00	37.50	0.0161
1R	4720001316184	SN	HOSE	400MIN	1	62	1	1	1.00	34.00	0.0161
1R	4720001316693	SN	HOSE	400MIN	1	62	1	1	1.00	41.50	0.0161
1R	2840001317740	SN	PANEL	400MIN	1	62	1	1	1.00	121.00	0.0161
9C	3020001517580		GEARSHAF	400MIN	1	62	1	1	1.00	1070.00	0.0161
9Z	3120001560427		BUSHING	400MIN	2	62	2	1	2.00	5.01	0.0161
9Z	3120001560493		BUSHING	400MIN	2	62	2	1	2.00	6.41	0.0161
1R	3120001575490	SN	BUSHING	400MIN	2	62	2	1	2.00	14.00	0.0161
1R	4820001590795	TB	VALVE	400MIN	1	62	1	1	1.00	39.50	0.0161
1R	2840001598048	SN	BLADE,LK	400MIN	1	62	1	1	1.00	38.50	0.0161
1R	2840001598064	SN	BLADE,LK	400MIN	1	62	1	1	1.00	23.50	0.0161
1R	2840001598067	SN	BLADE,LK	400MIN	1	62	1	1	1.00	23.50	0.0161
9Z	5340001622983		CLIP	400MIN	64	62	64	1	64.00	0.28	0.0161
1R	2840001633252	SN	SPOOL,FW	400MIN	1	62	1	1	1.00	10500.00	0.0161
1R	2840001633290	SN	BLADE,LK	400MIN	1	62	1	1	1.00	30.00	0.0161
1R	2840001633330	SN	BLADE,LK	400MIN	1	62	1	1	1.00	41.50	0.0161
1R	5340001645644	SN	COUPLING	400MIN	1	62	1	1	1.00	32.50	0.0161
9Z	5315001645653		PIN	400MIN	64	62	64	1	64.00	1.86	0.0161
9Z	5310001646428		NUT ASSY	400MIN	2	62	2	1	2.00	41.21	0.0161
9Z	5310001682080		NUT	400MIN	2	62	2	1	2.00	29.89	0.0161
9Z	5310001714370		NUT ASSY	400MIN	4	62	4	2	2.00	0.14	0.0161
1R	5365001714361	SN	RING	400MIN	1	62	1	1	1.00	4.00	0.0161
9Z	5310001748578		NUT ASSY	400MIN	2	62	2	1	2.00	67.11	0.0161
1R	3110001653082	SN	BEARING,	400MIN	1	62	1	1	1.00	747.00	0.0161
1R	2840004918968	SN	HOUSING,	400MIN	1	62	1	1	1.00	2480.00	0.0161
1R	2840006052683	TB	RUNNER	400MIN	1	62	1	3	0.33	384.00	0.0161
1R	2840006053203	TB	DISK,1	400MIN	1	62	1	1	1.00	3960.00	0.0161
9V	5365006110407	TB	SPACER	400MIN	1	62	1	1	1.00	14.93	0.0161
1R	2945008476727	SN	ELEMENT	400MIN	1	62	1	1	1.00	26.50	0.0161
9Z	5310009057292		NUT	400MIN	12	62	12	1	12.00	1.93	0.0161
9Z	5310009057325		NUT	400MIN	12	62	12	1	12.00	1.81	0.0161
1R	2840010030177	SN	BRACKET	400MIN	1	62	1	1	1.00	17.50	0.0161
1R	2840010030184	SN	BRACKET	400MIN	1	62	1	1	1.00	26.00	0.0161
9Z	5365010041648		PLUG,ELE	400MIN	1	62	1	1	1.00	46.41	0.0161
1R	2840010059117	SN	RESTRICT	400MIN	1	62	1	1	1.00	365.00	0.0161
1R	4720010061755	SN	HOSE	400MIN	1	62	1	1	1.00	34.00	0.0161
1R	4720010061756	SN	HOSE	400MIN	1	62	1	1	1.00	37.50	0.0161
1R	4820010245080	SN	VALVE	400MIN	1	62	1	1	1.00	174.00	0.0161
1R	2840010345820	TB	COUPLING	400MIN	1	62	1	1	1.00	3020.00	0.0161
1R	2840010419541	SN	BLADE,LK	400MIN	1	62	1	1	1.00	11.00	0.0161
1R	2840010419547	SN	BLADE,LK	400MIN	1	62	1	1	1.00	14.50	0.0161
1R	2840010419550	SN	BLADE,LK	400MIN	1	62	1	1	1.00	11.00	0.0161
1R	2840010419551	SN	BLADE,LK	400MIN	1	62	1	1	1.00	8.90	0.0161
1R	2840010419553	SN	BLADE,LK	400MIN	1	62	1	1	1.00	11.00	0.0161
1R	2840010419554	SN	BLADE,LK	400MIN	1	62	1	1	1.00	14.50	0.0161

1R	2840010419555	SN	BLADE,LK	400MIN	1	62	1	1	1.00	14.50	0.0161
1R	2840010419558	TB	BLADE,LK	400MIN	1	62	1	1	1.00	11.00	0.0161
1R	2840010419569	SN	BLADE,LK	400MIN	1	62	1	1	1.00	17.50	0.0161
1R	2840010419570	SN	BLADE,LK	400MIN	1	62	1	1	1.00	17.50	0.0161
1R	2840010419571	SN	BLADE,LK	400MIN	1	62	1	1	1.00	17.50	0.0161
1R	2840010437672	SN	BLADE,LK	400MIN	1	62	1	1	1.00	17.50	0.0161
1R	2840010485494	SN	SPOOL,FW	400MIN	1	62	1	1	1.00	11580.00	0.0161
1R	2840010635167	SN	FITTING	400MIN	2	62	2	1	2.00	576.00	0.0161
1R	2840010670153	SN	COVER	400MIN	1	62	1	3	0.33	143.00	0.0161
1R	5310001639415	TB	NUT	400MIN	340	62	320	8	40.00	0.75	0.0152
9Z	5365005983627		LOCKRING	400MIN	106	62	100	1	100.00	1.33	0.0152
1R	2840005964C6	SN	BLADE,6	400MIN	136	62	127	2	63.50	53.00	0.0151
9Z	5306001112127		BOLT	400MIN	22	62	20	1	20.00	4.81	0.0147
1R	2840000259544	SN	BLADE,SP	400MIN	7	62	5	1	5.00	11.00	0.0115
1R	2840000337352	SN	BLADE,SP	400MIN	7	62	5	1	5.00	11.00	0.0115
1R	2840000337361	SN	BLADE,SP	400MIN	7	62	5	1	5.00	10.50	0.0115
1R	2840001088528	SN	BLADE,SP	400MIN	7	62	5	3	1.67	17.50	0.0115
1R	2840010041804	TB	BLADE,FA	400MIN	14	62	10	1	10.00	1410.00	0.0115
1R	2925000380594	SN	LEAD	400MIN	2	62	1	1	1.00	63.00	0.0081
1R	2840000602171	TB	HOUSING	400MIN	2	62	1	1	1.00	95.00	0.0081
1R	2840000337250	SN	BLADE,3	400MIN	158	62	72	1	72.00	42.50	0.0073
1R	2840000337247	TB	BLADE,4	400MIN	160	62	42	1	42.00	46.00	0.0042
1R	2840001465518	SN	VANE,SP8	400MIN	90	62	18	3	6.00	48.00	0.0032
1R	2840001598047	SN	BLADE,LK	400MIN	52	62	8	1	8.00	28.00	0.0025
1R	2840010419559	SN	BLADE,LK	400MAJ	1	10	99	1	99.00	11.00	9.9000
1R	2840000599393	SN	COVER	400MAJ	1	10	20	2	10.00	34.50	2.0000
9Z	5365008042276		RING	400MAJ	1	10	20	2	10.00	0.48	2.0000
9Z	5310001681971		NUT ASSY	400MAJ	3	10	56	5	11.20	26.71	1.8667
1R	5307010721387	SN	STUD	400MAJ	6	10	60	1	60.00	9.50	1.0000
1R	2840001263115	TB	SEAL,HPT	400MAJ	1	10	9	1	9.00	264.00	0.9000
1R	2840001465505	SN	VANE,STG	400MAJ	80	10	638	10	63.80	18.50	0.7975
9Z	5307001113939		STUD	400MAJ	8	10	63	5	12.60	28.52	0.7875
1R	2840001465509	SN	VANE,STG	400MAJ	90	10	701	12	58.42	18.00	0.7789
1R	2840000097608	TB	SECTOR,S	400MAJ	6	10	45	8	5.63	154.00	0.7500
1R	2840000097606	TB	SECTOR,S	400MAJ	6	10	42	7	6.00	144.00	0.7000
1R	3110001236419	SN	BEARING,	400MAJ	1	10	7	3	2.33	747.00	0.7000
1R	2840000097605	SN	VANE,STG	400MAJ	82	10	492	8	61.50	25.00	0.6000
1R	2840000337489	TB	SHROUD,S	400MAJ	2	10	12	6	2.00	273.00	0.6000
1R	2840000337500	SN	SHROUD,S	400MAJ	2	10	12	8	1.50	273.00	0.6000
1R	2840000337518	TB	SHROUD,S	400MAJ	2	10	12	6	2.00	275.00	0.6000
1R	2840001465494	SN	SECTOR,S	400MAJ	5	10	30	6	5.00	99.00	0.6000
1R	2840000097607	SN	SECTOR,S	400MAJ	6	10	32	5	6.40	147.00	0.5333
1R	2840001465499	TB	VANE,STG	400MAJ	78	10	392	5	78.40	24.00	0.5026
1R	2840000419620	SN	SUPPORT	400MAJ	2	10	10	5	2.00	99.00	0.5000
1R	2840000419640	TB	KEY	400MAJ	2	10	10	5	2.00	22.50	0.5000
1R	2840000420031	SN	SHROUD,S	400MAJ	2	10	10	7	1.43	260.00	0.5000
1R	2840001281372	SN	PIN	400MAJ	2	10	10	1	10.00	14.00	0.5000
1R	2840001711964	TB	SECTOR,S	400MAJ	1	10	5	7	0.71	22.50	0.5000
1R	2840006073466	TB	KIT,NO.3	400MAJ	1	10	5	3	1.67	340.00	0.5000
1R	2840010419542	SN	BLADE,LK	400MAJ	1	10	5	1	5.00	9.50	0.5000
1R	2840001465498	SN	VANE,STG	400MAJ	76	10	335	5	67.00	24.00	0.4408
1R	2840000337475	SN	SHROUD,S	400MAJ	2	10	8	6	1.33	293.00	0.4000
1R	2840000420038	TB	SHROUD,S	400MAJ	2	10	8	6	1.33	292.00	0.4000
1R	2840000602275	TB	NOZZLE,4	400MAJ	2	10	8	4	2.00	244.00	0.4000
1R	2840000823289	SN	RING,3	400MAJ	1	10	4	4	1.00	548.00	0.4000
1R	3110001282341	SN	BEARING	400MAJ	1	10	4	5	0.80	77.00	0.4000
1R	2840001434350	TB	SHROUD,S	400MAJ	2	10	8	6	1.33	273.00	0.4000
1R	3110001645661	SN	BEARING,	400MAJ	1	10	4	2	2.00	592.00	0.4000
1R	2840001697494	TB	BLADE,1	400MAJ	100	10	400	4	100.00	156.00	0.4000
1R	2840001597808	TB	BLADE,ST	400MAJ	79	10	258	3	86.00	12.50	0.3266
1R	5310009147530	FO	WASHER	400MAJ	324	10	1050	3	350.00	0.22	0.3241
1R	2840001465525	SN	VANE,STG	400MAJ	46	10	142	3	47.33	32.53	0.3087
1R	2840001465497	TB	VANE,STG	400MAJ	68	10	206	3	68.67	24.00	0.3029
9C	4320000336941	SN	GEROTOR	400MAJ	2	10	6	3	2.00	175.82	0.3000
1R	2840000366312	SN	SUPPORT	400MAJ	2	10	6	4	1.50	77.00	0.3000
1R	2840000419008	TB	KEY	400MAJ	4	10	12	3	4.00	5.40	0.3000
1R	2840000419901	SN	SEAL	400MAJ	1	10	3	3	1.00	25.50	0.3000
1R	2840000420045	SN	SHROUD,S	400MAJ	2	10	6	3	2.00	263.00	0.3000
1R	2840000420077	SN	BELLCRAN	400MAJ	2	10	6	4	1.50	180.00	0.3000
9C	4320000573634		PLATE	400MAJ	1	10	3	3	1.00	159.84	0.3000

1R	2840000597669	SN	KIT,1 SE	400MAJ	1	10	3	5	0.60	252.00	0.3000
1R	2840000600110	SN	ARM	400MAJ	24	10	72	3	24.00	8.80	0.3000
1R	2840000600132	TB	ARM	400MAJ	16	10	48	3	16.00	3.50	0.3000
1R	5999000943289	SN	DETECTOR	400MAJ	1	10	3	3	1.00	38.00	0.3000
1R	4320000997108	SN	PLATE AS	400MAJ	1	10	3	3	1.00	179.00	0.3000
1R	2840001281205	SN	SEGMENT,	400MAJ	22	10	66	3	22.00	329.00	0.3000
9Z	3120001560493		BUSHING	400MAJ	2	10	6	2	3.00	6.41	0.3000
9Z	5340001645639	TB	CLEVIS	400MAJ	1	10	3	3	1.00	83.13	0.3000
1R	3110001677910	SN	BEARING,	400MAJ	1	10	3	2	1.50	585.00	0.3000
9V	4710005990001	TB	TUBE	400MAJ	1	10	3	3	1.00	39.21	0.3000
1R	4720010061755	SN	HOSE	400MAJ	1	10	3	1	3.00	34.00	0.3000
9V	2840010180478	TB	SUPPORT	400MAJ	1	10	3	3	1.00	252.98	0.3000
1R	4730010371706	SN	ADAPTER	400MAJ	1	10	3	2	1.50	17.50	0.3000
1R	2840001465531	TB	VANE,STG	400MAJ	56	10	156	3	52.00	26.00	0.2786
1R	2840001465533	SN	SECTOR,S	400MAJ	6	10	16	5	3.20	108.00	0.2667
1R	2840001465485	TB	BLADE,ST	400MAJ	92	10	198	2	99.00	11.00	0.2152
1R	2840001697460	TB	BLADE,ST	400MAJ	92	10	198	2	99.00	13.00	0.2152
9Z	3120009425084		BEARING	400MAJ	12	10	25	3	8.33	10.59	0.2083
1R	2840000259461	TB	SEGMENT,	400MAJ	20	10	41	2	20.50	290.00	0.2050
1R	2840000337381	TB	SEAL,6 L	400MAJ	2	10	4	2	2.00	204.00	0.2000
1R	4710000387868	SN	TUBE	400MAJ	1	10	2	1	2.00	17.50	0.2000
9C	4320000416651	SN	PLATE	400MAJ	1	10	2	2	1.00	151.31	0.2000
9C	4320000416652	SN	PLATE	400MAJ	1	10	2	2	1.00	38.25	0.2000
9C	4710000416658		TUBE	400MAJ	1	10	2	2	1.00	41.98	0.2000
1R	2840000418155	TB	SEAL,5 L	400MAJ	2	10	4	4	1.00	249.00	0.2000
1R	2840000418157	SN	SEAL,4 L	400MAJ	2	10	4	4	1.00	227.00	0.2000
1R	2840000419946	TB	SEAL	400MAJ	1	10	2	1	2.00	56.00	0.2000
1R	2840000427469	SN	ADAPTER	400MAJ	2	10	4	3	1.33	170.50	0.2000
1R	2840000596425	SN	BRACKET	400MAJ	1	10	2	2	1.00	121.00	0.2000
1R	2840000596427	SN	RING,1	400MAJ	1	10	2	2	1.00	811.00	0.2000
1R	2840000596429	SN	RING,2	400MAJ	1	10	2	2	1.00	763.00	0.2000
1R	2840000598965	SN	FLANGE	400MAJ	1	10	2	2	1.00	3050.00	0.2000
1R	2840000599891	SN	RING,5	400MAJ	1	10	2	2	1.00	1190.00	0.2000
1R	2840000602144	SN	SHAFT	400MAJ	1	10	2	2	1.00	492.00	0.2000
9C	4320000822494		INSERT	400MAJ	1	10	2	2	1.00	46.75	0.2000
1R	2840000823296	SN	RING,4	400MAJ	1	10	2	2	1.00	1250.00	0.2000
1R	2840000903281	SN	KIT,4 SE	400MAJ	1	10	2	2	1.00	121.00	0.2000
1R	2840000956403	SN	BOLT,HCO	400MAJ	4	10	8	2	4.00	12.00	0.2000
9C	3010001078574		COUPLING	400MAJ	1	10	2	2	1.00	161.97	0.2000
1R	2840001245389	TB	RETAINER	400MAJ	1	10	2	2	1.00	23.00	0.2000
1R	4710001274253	SN	HOSE	400MAJ	1	10	2	2	1.00	56.00	0.2000
1R	4710001274284	SN	TUBE	400MAJ	1	10	2	2	1.00	59.00	0.2000
1R	4720001278461	SN	HOSE	400MAJ	1	10	2	2	1.00	62.00	0.2000
1R	4720001278519	SN	HOSE	400MAJ	1	10	2	2	1.00	68.00	0.2000
1R	4710001279044	SN	TUBE	400MAJ	1	10	2	2	1.00	19.50	0.2000
9Z	5340001281775		TURNBUCK	400MAJ	4	10	8	2	4.00	18.03	0.2000
9Z	5340001281816		CLEVIS	400MAJ	2	10	4	3	1.33	159.73	0.2000
1R	3110001281841	SN	BEARING	400MAJ	1	10	2	2	1.00	95.00	0.2000
1R	3110001282342	SN	BEARING	400MAJ	1	10	2	1	2.00	386.00	0.2000
1R	4720001316459	SN	HOSE	400MAJ	1	10	2	2	1.00	73.00	0.2000
1R	2840001317650	SN	BRACKET	400MAJ	1	10	2	1	2.00	36.00	0.2000
9Z	5340001645638		CLEVIS	400MAJ	2	10	4	3	1.33	77.68	0.2000
9Z	5310001682080		NUT	400MAJ	2	10	4	1	4.00	29.89	0.2000
1R	5365001737446	TB	DTCTR.CH	400MAJ	3	10	6	2	3.00	18.50	0.2000
1R	2840006073562	TB	KIT,NO7	400MAJ	1	10	2	2	1.00	195.00	0.2000
1R	2840006073638	TB	KIT,NO 5	400MAJ	1	10	2	2	1.00	240.74	0.2000
9V	5305006110391	TB	PIN	400MAJ	10	10	20	1	20.00	3.84	0.2000
1R	4320010107111	SN	SCREEN	400MAJ	2	10	4	2	2.00	39.50	0.2000
1R	2840010419540	TB	SEGMENT,	400MAJ	24	10	48	2	24.00	1100.00	0.2000
1R	2840010492480	SN	COWL,OUT	400MAJ	1	10	2	2	1.00	246.00	0.2000
1R	5330010604865	SN	PACKING	400MAJ	3	10	6	2	3.00	140.00	0.2000
9J	3120000116622		BEARING	400MAJ	8	10	12	3	4.00	10.50	0.1500
9Z	5315009456382		PIN	400MAJ	4	10	6	1	6.00	0.21	0.1500
1R	2925010343141	SN	IGNITOR	400MAJ	2	10	3	2	1.50	103.00	0.1500
1R	3110001639334	SN	BEARING	400MAJ	3	10	4	3	1.33	75.00	0.1333
1R	2840001633279	SN	BLADE,ST	400MAJ	35	10	42	1	42.00	30.50	0.1200
1R	2840001598050	TB	BLADE,ST	400MAJ	55	10	62	1	62.00	20.50	0.1127
1R	2840000366428	SN	SEAL	400MAJ	54	10	60	2	30.00	0.24	0.1111
9Z	5315001645659		PIN	400MAJ	27	10	30	1	30.00	1.40	0.1111
1R	2840001598068	TB	BLADE,ST	400MAJ	67	10	74	1	74.00	20.50	0.1104

1R	28400C1697472	TB	BLADE,ST	400MAJ	79	10	86	1	86.00	18.50	0.1089
1R	28400C1697476	TB	BLADE,ST	400MAJ	85	10	92	1	92.00	12.00	0.1082
1R	28400C1697467	TB	BLADE,ST	400MAJ	89	10	96	1	96.00	16.00	0.1079
1R	28400C1697484	TB	BLADE,ST	400MAJ	92	10	99	1	99.00	13.00	0.1076
9Z	53060C1737502		BOLT	400MAJ	24	10	25	1	25.00	1.90	0.1042
9C	43200C0336906		PLATE AS	400MAJ	1	10	1	1	1.00	131.07	0.1000
9C	43200C0336953		GEROTOR	400MAJ	2	10	2	1	2.00	71.39	0.1000
1R	28400C0337369	TB	SEAL,6 L	400MAJ	2	10	2	1	2.00	256.00	0.1000
1R	28400C0366358	SN	SEAL,HPT	400MAJ	9	10	9	1	9.00	182.80	0.1000
1R	28400C0366420	TB	SEAL,4 L	400MAJ	2	10	2	3	0.67	249.00	0.1000
9C	47100C0387856		TUBE	400MAJ	1	10	1	1	1.00	25.69	0.1000
9C	47100C0417195		TUBE	400MAJ	1	10	1	1	1.00	42.31	0.1000
1R	28400C0420065	SN	SEAL	400MAJ	1	10	1	3	0.33	1080.00	0.1000
1R	28400C0421458	SN	PANEL	400MAJ	1	10	1	1	1.00	222.00	0.1000
1R	28400C0421746	SN	STRUT	400MAJ	1	10	1	1	1.00	568.00	0.1000
1R	28400C0424821	SN	NOZZLE	400MAJ	1	10	1	1	1.00	69.00	0.1000
1R	28400C0427449	SN	ADAPTER	400MAJ	2	10	2	1	2.00	174.00	0.1000
1R	28400C0453926	SN	SEAL	400MAJ	1	10	1	1	1.00	698.00	0.1000
9C	43200C0583160		BLADE	400MAJ	8	10	8	1	8.00	18.33	0.1000
9C	43200C0583576		BLADE	400MAJ	4	10	4	1	4.00	16.52	0.1000
1R	28400C0596421	SN	NOZZLE,5	400MAJ	2	10	2	1	2.00	82.00	0.1000
1R	28400C0596426	SN	BRACKET	400MAJ	1	10	1	1	1.00	106.00	0.1000
1R	28400C0596445	TB	SEAL,5 L	400MAJ	2	10	2	3	0.67	177.00	0.1000
1R	28400C0596586	SN	PANEL	400MAJ	1	10	1	1	1.00	677.00	0.1000
1R	28400C0596747	SN	PANEL	400MAJ	1	10	1	1	1.00	648.00	0.1000
1R	28400C0600107	SN	ARM	400MAJ	146	10	146	1	146.00	3.50	0.1000
1R	28400C0600163	SN	KIT, 3 S	400MAJ	1	10	1	1	1.00	191.00	0.1000
1R	28400C0600514	SN	CASING,I	400MAJ	1	10	1	1	1.00	8210.00	0.1000
1R	28400C0602171	TB	HOUSING	400MAJ	2	10	2	3	0.67	95.00	0.1000
1R	28400C0823364	SN	HOUSING	400MAJ	1	10	1	1	1.00	83.00	0.1000
1R	28400C0823365	SN	RING,IGV	400MAJ	1	10	1	1	1.00	850.00	0.1000
1R	29250C0828219	SN	ADAPTER	400MAJ	2	10	2	1	2.00	133.00	0.1000
9C	43200C0936334		PLATE	400MAJ	1	10	1	1	1.00	108.99	0.1000
9C	43200C0936337		GEROTOR	400MAJ	2	10	2	1	2.00	79.92	0.1000
1R	47100C0971325	TB	TUBE	400MAJ	1	10	1	1	1.00	32.50	0.1000
1R	28400C0971404	TB	RETAINER	400MAJ	1	10	1	1	1.00	38.50	0.1000
1R	28400C0971412	TB	DAMPER	400MAJ	1	10	1	1	1.00	10.50	0.1000
1R	28400C0971413	SN	RETAINER	400MAJ	1	10	1	3	0.33	41.50	0.1000
1R	47100C0997085	SN	TUBE	400MAJ	1	10	1	1	1.00	47.00	0.1000
1R	28400C1027581	SN	GEAR	400MAJ	1	10	1	1	1.00	2180.00	0.1000
1R	47100C1078588	SN	TUBE	400MAJ	1	10	1	1	1.00	40.50	0.1000
1R	31100C1145345	SN	BEARING	400MAJ	2	10	2	2	1.00	227.00	0.1000
1R	31100C1145347	SN	BEARING	400MAJ	1	10	1	1	1.00	78.00	0.1000
1R	31100C1145348	SN	BEARING	400MAJ	1	10	1	3	0.33	111.00	0.1000
1R	28400C1193293	SN	PROBE	400MAJ	1	10	1	1	1.00	150.00	0.1000
1R	47100C1274232	SN	TUBE	400MAJ	1	10	1	1	1.00	29.50	0.1000
1R	47100C1274347	SN	TUBE	400MAJ	1	10	1	1	1.00	217.00	0.1000
1R	47100C1274351	SN	TUBE	400MAJ	1	10	1	1	1.00	25.00	0.1000
1R	47100C1274352	SN	HOSE	400MAJ	1	10	1	1	1.00	28.50	0.1000
1R	47100C1274376	SN	HOSE	400MAJ	1	10	1	1	1.00	35.50	0.1000
1R	47300C1274402	SN	ADAPTER	400MAJ	1	10	1	1	1.00	104.00	0.1000
1R	47200C1274410	SN	HOSE	400MAJ	1	10	1	1	1.00	25.50	0.1000
1R	47200C1274445	SN	HOSE	400MAJ	1	10	1	1	1.00	30.00	0.1000
1R	47200C1274446	SN	HOSE	400MAJ	1	10	1	1	1.00	32.50	0.1000
1R	47200C1274447	SN	TUBE	400MAJ	1	10	1	1	1.00	69.00	0.1000
1R	47200C1274449	SN	TUBE	400MAJ	1	10	1	1	1.00	107.00	0.1000
1R	28400C1276979	SN	NOZZLE	400MAJ	1	10	1	1	1.00	123.00	0.1000
1R	47200C1277618	SN	HOSE	400MAJ	1	10	1	1	1.00	36.00	0.1000
1R	47100C1278104	SN	TUBE	400MAJ	1	10	1	1	1.00	42.50	0.1000
1R	47100C1278114	SN	TUBE	400MAJ	1	10	1	1	1.00	56.00	0.1000
1R	47100C1278126	SN	TUBE	400MAJ	1	10	1	1	1.00	52.00	0.1000
1R	47200C1278263	SN	HOSE	400MAJ	1	10	1	1	1.00	70.00	0.1000
1R	47200C1278513	SN	HOSE	400MAJ	1	10	1	1	1.00	54.00	0.1000
1R	47200C1278565	SN	HOSE	400MAJ	1	10	1	1	1.00	76.00	0.1000
1R	28400C1278573	SN	TUBE	400MAJ	1	10	1	1	1.00	173.00	0.1000
1R	47100C1278940	SN	TUBE	400MAJ	1	10	1	1	1.00	64.00	0.1000
1R	47100C1279009	SN	TUBE	400MAJ	1	10	1	1	1.00	36.00	0.1000
1R	47100C1279012	SN	HOSE	400MAJ	1	10	1	1	1.00	39.50	0.1000
1R	47100C1279019	SN	TUBE	400MAJ	1	10	1	1	1.00	22.00	0.1000
1R	47100C1279043	SN	HOSE	400MAJ	1	10	1	1	1.00	53.00	0.1000

1R	4710001279122	SN	TUBE	400MAJ	1	10	1	1	1.00	45.00	0.1000
1R	4710001279125	SN	TUBE	400MAJ	1	10	1	1	1.00	32.50	0.1000
1R	4710001279241	SN	TUBE	400MAJ	1	10	1	1	1.00	64.00	0.1000
1R	4720001279263	SN	HOSE	400MAJ	1	10	1	1	1.00	67.00	0.1000
1R	4720001279318	SN	TUBE	400MAJ	1	10	1	1	1.00	93.00	0.1000
1R	4720001279508	SN	TUBE	400MAJ	1	10	1	1	1.00	97.00	0.1000
1R	3110001282264	SN	BEARING	400MAJ	1	10	1	1	1.00	80.00	0.1000
1R	3110001282285	SN	BEARING	400MAJ	2	10	2	1	2.00	85.00	0.1000
1R	3110001282327	SN	BEARING	400MAJ	1	10	1	3	0.33	131.00	0.1000
1R	3110001282332	SN	BEARING	400MAJ	1	10	1	1	1.00	194.00	0.1000
1R	4720001312744	SN	HOSE	400MAJ	1	10	1	1	1.00	23.00	0.1000
1R	4710001312758	SN	TUBE	400MAJ	1	10	1	1	1.00	27.00	0.1000
1R	4710001312870	SN	TUBE	400MAJ	1	10	1	1	1.00	24.00	0.1000
1R	4720001312883	SN	HOSE	400MAJ	1	10	1	1	1.00	37.50	0.1000
1R	4720001316179	SN	HOSE	400MAJ	1	10	1	1	1.00	29.00	0.1000
1R	4720001316184	SN	HOSE	400MAJ	1	10	1	1	1.00	34.00	0.1000
1R	4710001316186	SN	TUBE	400MAJ	1	10	1	1	1.00	32.00	0.1000
1R	4720001316379	SN	HOSE	400MAJ	1	10	1	1	1.00	86.00	0.1000
1R	4720001316415	SN	HOSE	400MAJ	1	10	1	1	1.00	23.00	0.1000
1R	4720001316619	SN	HOSE	400MAJ	1	10	1	1	1.00	20.50	0.1000
1R	4720001316660	SN	HOSE	400MAJ	1	10	1	1	1.00	28.50	0.1000
1R	4720001316693	SN	HOSE	400MAJ	1	10	1	1	1.00	41.50	0.1000
1R	2840001405526	T8	SECTOR,V	400MAJ	2	10	2	1	2.00	197.00	0.1000
1R	2840001465529	SN	SECTOR,V	400MAJ	2	10	2	1	2.00	161.00	0.1000
9C	4320001517593		BEARING	400MAJ	1	10	1	1	1.00	83.12	0.1000
1R	2840001590921	T8	BEARING,	400MAJ	1	10	1	1	1.00	547.00	0.1000
1R	3110001590933	SN	BEARING	400MAJ	1	10	1	1	1.00	219.00	0.1000
1R	3110001590944	SN	BEARING	400MAJ	1	10	1	1	1.00	213.00	0.1000
1R	2925001598215	SN	STATOR	400MAJ	1	10	1	1	1.00	1050.00	0.1000
9Z	5340001622983		CLIP	400MAJ	64	10	64	1	64.00	0.28	0.1000
9Z	5306001639359		BOLT	400MAJ	1	10	1	1	1.00	50.33	0.1000
9Z	5306001639360		BOLT	400MAJ	1	10	1	1	1.00	21.86	0.1000
1R	3110001639393	SN	BEARING,	400MAJ	1	10	1	1	1.00	762.00	0.1000
1R	3120001639401	SN	BEARING	400MAJ	2	10	2	1	2.00	24.00	0.1000
1R	5310001639428	T8	NUT	400MAJ	40	10	40	1	40.00	2.00	0.1000
9Z	5340001645642		TURNBUCK	400MAJ	2	10	2	2	1.00	11.84	0.1000
1R	5365001677663	T8	OTCTR,CH	400MAJ	1	10	1	1	1.00	25.50	0.1000
1R	3110001677905	SN	BEARING	400MAJ	1	10	1	3	0.33	113.00	0.1000
1R	3110001677906	SN	BEARING,	400MAJ	1	10	1	3	0.33	522.00	0.1000
9Z	5315001677915		PIN	400MAJ	2	10	2	2	1.00	16.48	0.1000
1R	3110001737454	SN	BEARING	400MAJ	1	10	1	1	1.00	89.00	0.1000
9Z	5310005319514		WASHER	400MAJ	1	10	1	1	1.00	0.43	0.1000
1R	2945005700228	SN	FILTER	400MAJ	1	10	1	1	1.00	733.00	0.1000
1R	2840005957119	T8	HOUSING	400MAJ	1	10	1	1	1.00	293.00	0.1000
1R	2840006073464	T8	KIT,NO 1	400MAJ	1	10	1	1	1.00	398.00	0.1000
1R	2840006073468	TB	KIT,NO 4	400MAJ	1	10	1	1	1.00	200.00	0.1000
1R	4720010030229	SN	HOSE	400MAJ	1	10	1	1	1.00	73.00	0.1000
1R	4720010030230	SN	HOSE	400MAJ	1	10	1	1	1.00	110.00	0.1000
1R	4720010030231	SN	HOSE	400MAJ	1	10	1	1	1.00	77.00	0.1000
1R	4720010030232	SN	HOSE	400MAJ	1	10	1	1	1.00	69.00	0.1000
1R	4720010030235	SN	HOSE	400MAJ	1	10	1	1	1.00	83.00	0.1000
1R	4710010039052	SN	TUBE	400MAJ	1	10	1	1	1.00	25.00	0.1000
9C	4710010038053		TUBE	400MAJ	1	10	1	1	1.00	43.50	0.1000
9C	4710010038054		HOSE	400MAJ	1	10	1	1	1.00	42.50	0.1000
9C	4710010038055		TUBE	400MAJ	1	10	1	1	1.00	29.00	0.1000
1R	2925010041628	SN	MODULE-A	400MAJ	1	10	1	1	1.00	2300.00	0.1000
1R	5930010060682	SN	SWITCH	400MAJ	1	10	1	1	1.00	243.00	0.1000
1R	4720010062036	SN	HOSE	400MAJ	1	10	1	1	1.00	27.50	0.1000
1R	4730010152349	SN	ELBOW	400MAJ	1	10	1	1	1.00	108.00	0.1000
1R	2840010345822	T8	PLATE	400MAJ	1	10	1	1	1.00	3080.00	0.1000
1R	2840010419541	SN	BLADE,LK	400MAJ	1	10	1	1	1.00	11.00	0.1000
1R	2840010419547	SN	BLADE,LK	400MAJ	1	10	1	1	1.00	14.50	0.1000
1R	2840010419556	SN	BLADE,LK	400MAJ	1	10	1	1	1.00	11.00	0.1000
1R	2840010419557	SN	BLADE,LK	400MAJ	1	10	1	1	1.00	11.00	0.1000
1R	2840010419558	T8	BLADE,LK	400MAJ	1	10	1	1	1.00	11.00	0.1000
1R	2840010473833	SN	PLATE	400MAJ	1	10	1	1	1.00	3470.00	0.1000
1R	2840010492482	T8	KIT,CPLG	400MAJ	1	10	1	1	1.00	5990.00	0.1000
1R	2840010643089	SN	HSG,TUBE	400MAJ	1	10	1	1	1.00	196.00	0.1000
1R	4710010659000	SN	TUBE	400MAJ	1	10	1	1	1.00	146.00	0.1000
1R	2840010670389	SN	PLATE	400MAJ	1	10	1	1	1.00	813.00	0.1000

1R	2840001697493	SN	BLADE,S1	400MAJ	30	10	21	1	21.00	56.00	0.0700
1R	5310001646417	TB	NUT	400MAJ	52	10	32	4	8.00	0.90	0.0615
1R	2840000601646	SN	SHAFT	400MAJ	2	10	1	1	1.00	206.00	0.0500
9Z	5340001195229		CLEVIS	400MAJ	8	10	4	1	4.00	118.12	0.0500
1R	4710001274259	SN	HOSE	400MAJ	2	10	1	1	1.00	48.50	0.0500
1R	4710001274350	SN	TUBE	400MAJ	2	10	1	1	1.00	32.00	0.0500
9Z	5340001281789		TURNBUCK	400MAJ	2	10	1	1	1.00	13.40	0.0500
9Z	5340001645637		TURNBUCK	400MAJ	2	10	1	1	1.00	12.89	0.0500
9Z	5340001645641		TURNBUCK	400MAJ	2	10	1	1	1.00	12.89	0.0500
9Z	5310001714370		NUT ASSY	400MAJ	4	10	2	2	1.00	0.14	0.0500
1R	5315005184576	SN	PIN	400MAJ	2	10	1	1	1.00	8.90	0.0500
9Z	5310009057292		NUT	400MAJ	12	10	6	1	6.00	1.93	0.0500
9Z	5310009057325		NUT	400MAJ	12	10	6	1	6.00	1.81	0.0500
9Z	5315009149499		PIN	400MAJ	2	10	1	1	1.00	2.99	0.0500
1R	3110001282170	SN	BEARING	400MAJ	4	10	1	1	1.00	80.00	0.0250
9Z	5365001590900		SHIM	400MAJ	4	10	1	1	1.00	2.70	0.0250
1R	5310001639415	TB	NUT	400MAJ	340	10	80	2	40.00	0.75	0.0235
1R	2840001465518	SN	VANE,SPB	400MAJ	90	10	6	1	6.00	48.00	0.0067
1R	2840001598064	SN	BLADE,LK	100MIN	1	4	18	2	9.00	23.50	4.5000
9V	4730006072632	TB	REDUCER	100MIN	1	4	11	2	5.50	25.61	2.7500
1R	3110001645661	SN	BEARING,	100MIN	1	4	6	2	3.00	592.00	1.5000
1R	2840006073466	TB	KIT,NO.3	100MIN	1	4	6	6	1.00	340.00	1.5000
1R	2840006073562	TB	KIT,NO7	100MIN	1	4	6	6	1.00	195.00	1.5000
1R	2840006073638	TB	KIT,NO 5	100MIN	1	4	6	5	1.00	240.74	1.5000
1R	2840001597808	TB	BLADE,ST	100MIN	79	4	443	5	88.60	12.50	1.4019
1R	2840006073464	TB	KIT,NO 1	100MIN	1	4	5	7	0.71	398.00	1.2500
9C	4730010131535		NIPPLE	100MIN	3	4	15	1	15.00	9.38	1.2500
1R	2840001697484	TB	BLADE,ST	100MIN	92	4	397	4	99.25	13.00	1.0788
1R	2840001465485	TB	BLADE,ST	100MIN	92	4	396	4	99.00	11.00	1.0761
1R	2840000259544	SN	BLADE,SP	100MIN	7	4	30	1	30.00	11.00	1.0714
1R	2840000259548	SN	BLADE,SP	100MIN	7	4	30	1	30.00	10.50	1.0714
1R	2840000337352	SN	BLADE,SP	100MIN	7	4	30	1	30.00	11.00	1.0714
1R	2840000337361	SN	BLADE,SP	100MIN	7	4	30	1	30.00	10.50	1.0714
1R	2840001088538	SN	BLADE,SP	100MIN	7	4	30	1	30.00	17.50	1.0714
1R	5310001849474	TB	NUT	100MIN	12	4	48	1	48.00	21.00	1.0000
1R	2840006073487	TB	KIT,NO.6	100MIN	1	4	4	4	1.00	464.00	1.0000
9C	4730010035114		ELBOW	100MIN	2	4	8	2	4.00	13.53	1.0000
9V	2935010481927	TB	COOLER	100MIN	1	4	4	4	1.00	1138.00	1.0000
9V	6685010804080	TB	CABLE	100MIN	1	4	4	4	1.00	1373.11	1.0000
1R	2840001597809	SN	BLADE,SP	100MIN	7	4	25	1	25.00	11.50	0.8929
1R	2840001697485	SN	BLADE,SP	100MIN	7	4	25	1	25.00	9.40	0.8929
1R	2840001697472	TB	BLADE,ST	100MIN	79	4	265	3	88.33	18.50	0.8386
1R	2840001697476	TB	BLADE,ST	100MIN	85	4	284	3	94.67	12.00	0.8353
1R	5307010721387	SN	STUD	100MIN	6	4	20	1	20.00	9.50	0.8333
1R	2840001598072	TB	BLADE,ST	100MIN	77	4	253	3	84.33	20.00	0.8214
1R	2840001697480	TB	BLADE,ST	100MIN	92	4	298	3	99.33	13.00	0.8098
1R	2840001697467	TB	BLADE,ST	100MIN	89	4	288	3	96.00	16.00	0.8090
1R	2840000997124	SN	BLADE,S2	100MIN	38	4	114	3	38.00	45.50	0.7500
1R	5365001677663	TB	DTCTR,CH	100MIN	1	4	3	1	3.00	25.50	0.7500
9V	2840005957310	TB	VANE,STG	100MIN	6	4	18	4	4.50	85.07	0.7500
1R	2925010343141	SN	IGNITOR	100MIN	2	4	6	3	2.00	103.00	0.7500
9V	2840010750481	TB	PLUG	100MIN	1	4	3	3	1.00	21.67	0.7500
9V	2840010763441	TB	NOZZLE,3	100MIN	1	4	3	3	1.00	420.90	0.7500
1R	2840000337500	SN	SHROUD,S	100MIN	2	4	5	3	1.67	273.00	0.6250
1R	4730000955983	TB	CAP	100MIN	2	4	5	1	5.00	4.10	0.6250
1R	2840001633279	SN	BLADE,ST	100MIN	35	4	84	2	42.00	30.50	0.6000
9V	2840005957304	TB	VANE.STG	100MIN	6	4	14	3	4.67	81.11	0.5833
1R	2840001598050	TB	BLADE,ST	100MIN	55	4	124	2	62.00	20.50	0.5636
1R	2840001598068	TB	BLADE,ST	100MIN	67	4	149	2	74.50	20.50	0.5560
9V	2840005957303	TB	VANE,STG	100MIN	6	4	13	3	4.33	97.14	0.5417
1R	2840000337518	TB	SHROUD,S	100MIN	2	4	4	3	1.33	275.00	0.5000
1R	2840000366347	TB	SHROUD,S	100MIN	10	4	20	2	10.00	218.00	0.5000
1R	2640000419946	TB	SEAL	100MIN	1	4	2	1	2.00	56.00	0.5000
1R	2840000602275	TB	NOZZLE,4	100MIN	2	4	4	2	2.00	244.00	0.5000
9C	4710000822746		TUBE	100MIN	1	4	2	2	1.00	204.59	0.5000
1R	2840001465533	SN	SECTOR,S	100MIN	6	4	12	2	6.00	108.00	0.5000
1R	2840001697493	SN	BLADE,S1	100MIN	30	4	60	2	30.00	56.00	0.5000
1R	5365001737446	TB	DTCTR,CH	100MIN	3	4	6	2	3.00	18.50	0.5000
9V	4720006072752	TB	HOSE	100MIN	1	4	2	2	1.00	121.38	0.5000
9V	4710006304911	TB	TUBE	100MIN	1	4	2	2	1.00	42.43	0.5000

9C	4730010043246		NUT	100MIN	3	4	6	2	3.00	13.43	0.5000
9V	4710010159295	TB	TUBE	100MIN	1	4	2	2	1.00	37.74	0.5000
9Z	6930010314766		LUG	100MIN	1	4	2	2	1.00	113.29	0.5000
9V	4710010343723	TB	TUBE	100MIN	1	4	2	2	1.00	68.07	0.5000
9V	2915010363254	TB	KIT,FILT	100MIN	1	4	2	2	1.00	68.74	0.5000
1R	2840003337459	TB	SHROUD,S	100MIN	2	4	3	2	1.50	273.00	0.3750
9C	4730000925550		ELBOW	100MIN	4	4	5	1	5.00	5.45	0.3125
9V	2915005957543	TB	INJECTOR	100MIN	17	4	20	2	10.00	249.92	0.2941
1R	2840001633332	TB	BLADE,ST	100MIN	45	4	52	1	52.00	35.00	0.2889
1R	2840000366358	SN	SEAL,HPT	100MIN	9	4	9	1	9.00	182.00	0.2500
1R	2840000418462	SN	HOUSING	100MIN	1	4	1	1	1.00	102.00	0.2500
1R	2840000420031	SN	SHROUD,S	100MIN	2	4	2	1	2.00	260.00	0.2500
1R	2840000420038	TB	SHROUD,S	100MIN	2	4	2	1	2.00	292.00	0.2500
1R	2840000424073	SN	RETAINER	100MIN	1	4	1	1	1.00	32.50	0.2500
1R	2840000426640	SN	RETAINER	100MIN	10	4	10	1	10.00	38.00	0.2500
1R	2840000427469	SN	ADAPTER	100MIN	2	4	2	1	2.00	170.50	0.2500
1R	2840000451158	TB	RING,IGV	100MIN	1	4	1	1	1.00	26.50	0.2500
9C	4320000583160		BLADE	100MIN	8	4	8	1	8.00	18.33	0.2500
9C	4320000583576		BLADE	100MIN	4	4	4	1	4.00	16.52	0.2500
1R	2840000596421	SN	NOZZLE,S	100MIN	2	4	2	1	2.00	82.00	0.2500
1R	2840000597490	SN	PICKUP,F	100MIN	1	4	1	1	1.00	1160.00	0.2500
1R	2840000599390	TB	HOUSING	100MIN	1	4	1	1	1.00	188.00	0.2500
1R	2840000602171	TB	HOUSING	100MIN	2	4	2	2	1.00	95.00	0.2500
9C	4320000622485		ROTOR	100MIN	1	4	1	1	1.00	358.56	0.2500
1P	2840000823361	SN	HOUSING	100MIN	1	4	1	1	1.00	78.00	0.2500
1R	2840000823362	SN	HOUSING	100MIN	1	4	1	1	1.00	131.00	0.2500
9C	4710000903125		TUBE	100MIN	1	4	1	1	1.00	59.67	0.2500
1R	5999000943289	SN	DETECTOR	100MIN	1	4	1	1	1.00	38.00	0.2500
1P	4710000971325	TB	TUBE	100MIN	1	4	1	1	1.00	32.50	0.2500
1R	4710001078589	SN	TUBE	100MIN	1	4	1	1	1.00	40.50	0.2500
1R	2840001465526	TB	SECTOR,V	100MIN	2	4	2	1	2.00	197.00	0.2500
1R	2840001465529	SN	SECTOR,V	100MIN	2	4	2	1	2.00	161.00	0.2500
9C	3020001517580		GEARSHAF	100MIN	1	4	1	1	1.00	1070.00	0.2500
1R	2840001633290	SN	BLADE,LK	100MIN	1	4	1	1	1.00	30.00	0.2500
1R	3110001677906	SN	BEARING,	100MIN	1	4	1	1	1.00	522.00	0.2500
1R	2945005700238	SN	FILTER	100MIN	1	4	1	1	1.00	733.00	0.2500
9V	2915005957542	TB	INJECTOR	100MIN	1	4	1	1	1.00	305.21	0.2500
9V	4710005968689	TB	TUBE	100MIN	1	4	1	1	1.00	29.31	0.2500
9V	4710005990013	TB	TUBE	100MIN	1	4	1	1	1.00	60.75	0.2500
1R	2840006053210	SN	SEGMENT,	100MIN	27	4	27	1	27.00	678.68	0.2500
9V	2840006053474		TUBE	100MIN	1	4	1	1	1.00	58.25	0.2500
9V	2840006053579	TB	ADAPTER	100MIN	1	4	1	1	1.00	4.09	0.2500
9V	4720006072562	TB	HOSE	100MIN	1	4	1	1	1.00	177.80	0.2500
9V	4720006072605	TB	HOSE	100MIN	1	4	1	1	1.00	94.59	0.2500
9V	4720006072676	TB	HOSE	100MIN	1	4	1	1	1.00	103.72	0.2500
1R	2840006073468	TB	KIT,NO 4	100MIN	1	4	1	1	1.00	200.00	0.2500
9V	4720006107787	TB	HOSE	100MIN	1	4	1	1	1.00	101.86	0.2500
9V	4720006107790	TB	HOSE	100MIN	1	4	1	1	1.00	101.86	0.2500
9V	4720006107829	TB	HOSE	100MIN	1	4	1	1	1.00	101.86	0.2500
9V	4720006107836	TB	HOSE	100MIN	1	4	1	1	1.00	101.86	0.2500
9V	4720006107906	TB	HOSE	100MIN	1	4	1	1	1.00	166.20	0.2500
9V	4720006107908	TB	HOSE	100MIN	1	4	1	1	1.00	131.07	0.2500
9V	4720006107909	TB	HOSE	100MIN	1	4	1	1	1.00	126.13	0.2500
9V	4720006107948	TB	HOSE	100MIN	1	4	1	1	1.00	133.94	0.2500
9V	4720006107963	TB	HOSE	100MIN	1	4	1	1	1.00	139.07	0.2500
9V	4720006107979	TB	HOSE	100MIN	1	4	1	1	1.00	101.86	0.2500
9C	4730010035115		ELBOW	100MIN	1	4	1	1	1.00	124.67	0.2500
9C	4720010094678		HOSE	100MIN	1	4	1	1	1.00	47.06	0.2500
9V	2925010101443	TB	CABLE	100MIN	1	4	1	1	1.00	1077.99	0.2500
9V	2840010180478	TB	SUPPORT	100MIN	1	4	1	1	1.00	252.98	0.2500
9V	2840010180479	TB	SEAL	100MIN	1	4	1	1	1.00	624.16	0.2500
9V	2925010368251	TB	EXCITER	100MIN	1	4	1	1	1.00	1919.65	0.2500
9V	4720010408889	TB	HOSE	100MIN	1	4	1	1	1.00	137.50	0.2500
1R	2840010419540	TR	SEGMENT,	100MIN	24	4	24	1	24.00	1100.00	0.2500
1R	2840010419541	SN	BLADE,LK	100MIN	1	4	1	1	1.00	11.00	0.2500
1R	2840010419547	SN	BLADE,LK	100MIN	1	4	1	1	1.00	14.50	0.2500
1R	2840010419550	SN	BLADE,LK	100MIN	1	4	1	1	1.00	11.00	0.2500
1R	2840010419553	SN	BLADE,LK	100MIN	1	4	1	1	1.00	11.00	0.2500
1R	2840010419554	SN	BLADE,LK	100MIN	1	4	1	1	1.00	14.50	0.2500
1R	2840010419556	SN	BLADE,LK	100MIN	1	4	1	1	1.00	11.00	0.2500

1R	2840010419557	SN	BLADE,LK	100MIN	1	4	1	1	1.00	11.00	0.2500
1R	2840010419558	TB	BLADE,LK	100MIN	1	4	1	1	1.00	11.00	0.2500
1R	2840010419559	SN	BLADE,LK	100MIN	1	4	1	1	1.00	11.00	0.2500
1R	2840010419569	SN	BLADE,LK	100MIN	1	4	1	1	1.00	17.50	0.2500
1R	2840010419571	SN	BLADE,LK	100MIN	1	4	1	1	1.00	17.50	0.2500
1R	2840010437672	SN	BLADE,LK	100MIN	1	4	1	1	1.00	17.50	0.2500
9V	4710010454061	TB	TUBE	100MIN	1	4	1	1	1.00	84.43	0.2500
9V	2840010612134	TB	CAP&TUBE	100MIN	1	4	1	1	1.00	814.33	0.2500
9V	5330010740266	TB	PACKING	100MIN	3	4	3	1	3.00	1.06	0.2500
9V	5307010740299	TB	STUD	100MIN	2	4	2	1	2.00	109.81	0.2500
9V	6680010744158	TB	CAP	100MIN	1	4	1	1	1.00	217.65	0.2500
9V	2840010744670	TB	PLATE,RE	100MIN	1	4	1	1	1.00	142.52	0.2500
9Z	5340001196229		CLEVIS	100MIN	8	4	4	1	4.00	118.12	0.1250
9V	5307010046447		STUD	100MIN	2	4	1	1	1.00	8.37	0.1250
1R	3120010468138	SN	BEARING	100MIN	4	4	2	1	2.00	5.60	0.1250
9V	2925010488464	TB	LEAD	100MIN	2	4	1	1	1.00	102.81	0.1250
9C	4730001910301		NUT	100MIN	3	4	1	1	1.00	3.39	0.0833
1R	2840000322759	TB	WEIGHT	100MAJ	2	11	100	1	100.00	1.90	4.5455
1R	2840000418102	SN	WEIGHT	100MAJ	3	11	100	1	100.00	2.50	3.0303
1R	5310001911431	SN	NUT	100MAJ	1	11	20	1	20.00	5.20	1.8182
1R	2840001263115	TB	SEAL,HPT	100MAJ	1	11	18	2	9.00	264.00	1.6364
9V	4730006072632	TB	REDUCER	100MAJ	1	11	14	2	7.00	25.61	1.2727
9Z	5330000925866		PACKING	100MAJ	1	11	12	1	12.00	2.27	1.0909
9C	4730010114465		REDUCER	100MAJ	3	11	19	3	6.33	16.94	0.5758
9Z	5365000603350		PLUG	100MAJ	2	11	12	1	12.00	50.59	0.5455
1R	3110001282339	SN	BEARING	100MAJ	1	11	6	3	2.00	96.00	0.5455
1R	3110001677910	SN	BEARING,	100MAJ	1	11	6	5	1.20	585.00	0.5455
9V	4730006072727	TB	TEE	100MAJ	1	11	6	2	3.00	92.11	0.5455
1R	2840000602275	TB	NOZZLE,4	100MAJ	2	11	10	5	2.00	244.00	0.4545
1R	3110001590921	TB	BEARING,	100MAJ	1	11	5	1	5.00	547.00	0.4545
1R	2840005957090	TB	BRACKET	100MAJ	1	11	5	1	5.00	29.50	0.4545
9V	2840005957094	TB	BRACKET	100MAJ	1	11	5	2	2.50	14.71	0.4545
1R	2840005957298	TB	BRACKET	100MAJ	1	11	5	1	5.00	25.50	0.4545
1R	3110001281841	SN	BEARING	100MAJ	1	11	4	1	4.00	95.00	0.3636
1R	3110001590944	SN	BEARING	100MAJ	1	11	4	1	4.00	213.00	0.3636
1R	3110001639334	SN	BEARING	100MAJ	3	11	12	2	6.00	75.00	0.3636
1P	3110001677905	SN	BEARING	100MAJ	1	11	4	3	1.33	113.00	0.3636
9C	4730010035115		ELBOW	100MAJ	1	11	4	3	1.33	124.67	0.3636
9C	4730010043246		NUT	100MAJ	3	11	12	1	12.00	13.43	0.3636
1R	2840006053210	SN	SEGMENT,	100MAJ	27	11	93	4	23.25	678.68	0.3131
9C	4730005042669		NIPPLE	100MAJ	6	11	20	2	10.00	3.90	0.3030
1R	2840010419540	TB	SEGMENT,	100MAJ	24	11	73	3	24.33	1100.00	0.2765
9Z	5340001622983		CLIP	100MAJ	64	11	194	3	64.67	0.28	0.2756
1R	2840000259481	TB	SEGMENT,	100MAJ	20	11	60	3	20.00	290.00	0.2727
1R	2840000337381	TB	SEAL,6 L	100MAJ	2	11	6	3	2.00	204.00	0.2727
1R	2840000337500	SN	SHROUD,S	100MAJ	2	11	6	3	2.00	273.00	0.2727
1P	2840000337518	TB	SHROUD,S	100MAJ	2	11	6	3	2.00	275.00	0.2727
1R	2840000418157	SN	SEAL,4 L	100MAJ	2	11	6	3	2.00	227.00	0.2727
1R	2840000420038	TB	SHROUD,S	100MAJ	2	11	6	3	2.00	292.00	0.2727
1R	2840000420045	SN	SHROUD,S	100MAJ	2	11	6	3	2.00	263.00	0.2727
1P	2840000910426	SN	CONNECTO	100MAJ	6	11	18	3	6.00	12.00	0.2727
1R	5999000943289	SN	DETECTOR	100MAJ	1	11	3	2	1.50	38.00	0.2727
1R	2840000971413	SN	RETAINER	100MAJ	1	11	3	3	1.00	41.50	0.2727
1R	3110001282285	SN	BEARING	100MAJ	2	11	6	1	6.00	85.00	0.2727
9Z	5315001645653		PIN	100MAJ	64	11	192	3	64.00	1.86	0.2727
9V	2915010368254	TB	KIT,FILT	100MAJ	1	11	3	3	1.00	68.74	0.2727
1R	2840000309222	SN	SEGMENT,	100MAJ	20	11	59	3	19.67	192.00	0.2682
1R	2840001281205	SN	SEGMENT,	100MAJ	22	11	57	3	19.00	329.00	0.2355
1R	2840000097606	TB	SECTOR,S	100MAJ	6	11	12	2	6.00	144.00	0.1818
1R	2840000097607	SN	SECTOR,S	100MAJ	6	11	12	2	6.00	147.00	0.1818
1R	2840000097608	TB	SECTOR,S	100MAJ	6	11	12	2	6.00	154.00	0.1818
1R	2840000309221	TB	SHAFT,HP	100MAJ	1	11	2	2	1.00	6970.00	0.1818
1R	2840000337369	TB	SEAL,6 L	100MAJ	2	11	4	2	2.00	256.00	0.1818
1R	2840000337475	SN	SHROUD,S	100MAJ	2	11	4	2	2.00	293.00	0.1818
1R	2840000337489	TB	SHROUD,S	100MAJ	2	11	4	2	2.00	273.00	0.1818
1R	2840000366409	SN	SEAL,4 L	100MAJ	2	11	4	2	2.00	250.00	0.1818
1R	2840000366420	TB	SEAL,4 L	100MAJ	2	11	4	2	2.00	249.00	0.1818
9C	4710000417179		TUBE	100MAJ	1	11	2	2	1.00	59.67	0.1818
1R	2840000418155	TB	SEAL,5 L	100MAJ	2	11	4	2	2.00	249.00	0.1818
1R	2840000420031	SN	SHROUD,S	100MAJ	2	11	4	3	1.33	260.00	0.1818

1R	2840000427449	SN	ADAPTER	100MAJ	2	11	4	2	2.00	174.00	0.1818
1R	2840000596421	SN	NOZZLE,5	100MAJ	2	11	4	2	2.00	82.00	0.1818
1R	2840000596445	TB	SEAL,5 L	100MAJ	2	11	4	2	2.00	177.00	0.1818
1R	2840000601462	SN	NOZZLE	100MAJ	1	11	2	2	1.00	62.00	0.1818
1R	2840000823321	TB	NOZZLE	100MAJ	1	11	2	2	1.00	69.00	0.1818
1R	4710000925561	SN	TUBE	100MAJ	1	11	2	2	1.00	75.00	0.1818
1R	2840000956219	SN	LEVER	100MAJ	38	11	76	2	38.00	4.80	0.1818
1R	2840000971404	TB	RETAINER	100MAJ	1	11	2	2	1.00	38.50	0.1818
1R	4730001274402	SN	ADAPTER	100MAJ	1	11	2	2	1.00	104.00	0.1818
9V	2915005957542	TB	INJECTOR	100MAJ	1	11	2	2	1.00	305.21	0.1818
9V	4710005968689	TB	TUBE	100MAJ	1	11	2	2	1.00	29.31	0.1818
9V	2840006052785	TB	CABLE	100MAJ	1	11	2	2	1.00	260.95	0.1818
9V	2840006052984	TB	SEGMENT,	100MAJ	11	11	22	2	11.00	461.00	0.1818
9V	4730006072636	TB	RESTRICT	100MAJ	1	11	2	2	1.00	446.22	0.1818
9V	4710006072638	TB	TUBE	100MAJ	1	11	2	2	1.00	35.32	0.1818
9V	4710006304911	TB	TUBE	100MAJ	1	11	2	2	1.00	42.43	0.1818
9V	4720010174304	TB	HOSE	100MAJ	1	11	2	2	1.00	24.61	0.1818
9V	2840010180478	TB	SUPPORT	100MAJ	1	11	2	2	1.00	252.98	0.1818
9V	2840010180479	TB	SEAL	100MAJ	1	11	2	2	1.00	624.16	0.1818
9V	5340010499702	TB	HINGE	100MAJ	2	11	4	2	2.00	17.15	0.1818
1R	2840010635167	SN	FITTING	100MAJ	2	11	4	2	2.00	576.00	0.1818
9V	5340010750662	TB	PLATE	100MAJ	1	11	2	1	2.00	39.51	0.1818
9V	5340010750663	TB	PLATE	100MAJ	1	11	2	1	2.00	39.51	0.1818
9V	2840010763441	TB	NOZZLE,3	100MAJ	1	11	2	2	1.00	420.90	0.1818
9Z	5340005229947		BRACKET	100MAJ	3	11	5	1	5.00	0.43	0.1515
1R	2840000366347	TB	SHROUD,S	100MAJ	10	11	15	2	7.50	218.00	0.1364
9C	4730000925550		ELBOW	100MAJ	4	11	5	1	5.00	5.45	0.1136
9V	2915005957543	TB	INJECTOR	100MAJ	17	11	21	3	7.00	249.92	0.1123
1R	2840001465459	TB	VANE,STG	100MAJ	78	11	88	1	88.00	24.00	0.1026
9C	4730010079251		NUT	100MAJ	8	11	9	1	9.00	3.43	0.1023
1R	2840001573757	TB	RETAINER	100MAJ	9	11	10	1	10.00	1.90	0.1010
1R	2840001697472	TB	BLADE,ST	100MAJ	79	11	86	3	28.67	18.50	0.0990
1R	5310009147530	FQ	WASHER	100MAJ	324	11	350	1	350.00	0.22	0.0982
1R	2840001465498	SN	VANE,STG	100MAJ	76	11	80	1	80.00	24.00	0.0957
1R	2840001465497	TB	VANE,STG	100MAJ	68	11	70	1	70.00	24.00	0.0936
1R	2840001465531	TB	VANE,STG	100MAJ	56	11	57	1	57.00	26.00	0.0925
1R	2840000322716	TB	SHIELD	100MAJ	1	11	1	1	1.00	177.00	0.0909
1R	2840000366310	SN	CENTERBD	100MAJ	1	11	1	1	1.00	523.00	0.0909
1R	2840000366351	SN	SEAL	100MAJ	10	11	10	1	10.00	0.22	0.0909
9C	4710000416637		TUBE	100MAJ	1	11	1	1	1.00	166.43	0.0909
9C	4710000416658		TUBE	100MAJ	1	11	1	1	1.00	41.98	0.0909
1R	2840000418117	SN	SEAL,5 L	100MAJ	2	11	2	1	2.00	247.00	0.0909
1R	2840000418156	SN	SEAL,4 L	100MAJ	2	11	2	1	2.00	201.00	0.0909
1R	2840000419068	TB	KEY	100MAJ	4	11	4	1	4.00	5.40	0.0909
1R	2840000419640	TB	KEY	100MAJ	2	11	2	1	2.00	22.50	0.0909
1R	2840000419901	SN	SEAL	100MAJ	1	11	1	3	0.33	25.50	0.0909
1R	2840000425277	TB	NOZZLE	100MAJ	1	11	1	1	1.00	38.00	0.0909
1R	2840000426896	SN	SEAL	100MAJ	1	11	1	1	1.00	760.00	0.0909
1R	2840000427344	TB	RING	100MAJ	1	11	1	1	1.00	407.00	0.0909
1R	2840000427469	SN	ADAPTER	100MAJ	2	11	2	1	2.00	170.50	0.0909
1R	2840000431827	SN	SEPARATO	100MAJ	1	11	1	1	1.00	1150.00	0.0909
1R	2840000446797	SN	RING,1	100MAJ	1	11	1	1	1.00	28.50	0.0909
1R	2840000447527	TB	RING,1	100MAJ	1	11	1	1	1.00	28.00	0.0909
1R	2840000451010	SN	RING,IGV	100MAJ	1	11	1	1	1.00	26.00	0.0909
1R	2840000451153	TB	RING,IGV	100MAJ	1	11	1	1	1.00	26.50	0.0909
1R	2840000451344	SN	SEAL	100MAJ	20	11	20	1	20.00	0.08	0.0909
1R	2840000455808	TB	SEAL,5 B	100MAJ	1	11	1	1	1.00	999.00	0.0909
1R	2840000596443	SN	SEAL,5 L	100MAJ	2	11	2	1	2.00	29.00	0.0909
1R	2840000597938	SN	RING,2	100MAJ	1	11	1	1	1.00	24.50	0.0909
1R	2840000600042	TB	SUPPORT	100MAJ	1	11	1	1	1.00	648.00	0.0909
1R	2840000602544	SN	SEPARATO	100MAJ	1	11	1	1	1.00	597.00	0.0909
9C	4320000822485		ROTOR	100MAJ	1	11	1	1	1.00	358.56	0.0909
9V	2840000823308	SN	NUT	100MAJ	1	11	1	1	1.00	260.96	0.0909
1R	2840000823361	SN	HOUSING	100MAJ	1	11	1	1	1.00	78.00	0.0909
9C	4710000903052		TUBE	100MAJ	1	11	1	1	1.00	109.94	0.0909
9C	4710000903070		TUBE	100MAJ	1	11	1	1	1.00	34.42	0.0909
1R	2840000956233	TB	RING,2	100MAJ	1	11	1	1	1.00	31.00	0.0909
1R	4710000971325	TB	TUBE	100MAJ	1	11	1	1	1.00	32.50	0.0909
1R	4710000997085	SN	TUBE	100MAJ	1	11	1	1	1.00	47.00	0.0909
9C	3010001078574		COUPLING	100MAJ	1	11	1	1	1.00	161.97	0.0909

1R	284000121865B	SN	VANE,INL	100MAJ	38	11	38	1	38.00	53.00	0.0909
1R	2915001277235	SN	ELEMENT	100MAJ	1	11	1	1	1.00	204.00	0.0909
1R	2840001281310	TB	PIN	100MAJ	8	11	8	1	8.00	5.60	0.0909
1R	2840001415606	TB	RETAINER	100MAJ	1	11	1	1	1.00	99.00	0.0909
1R	2840001434350	TB	SHROUD,S	100MAJ	2	11	2	1	2.00	273.00	0.0909
1R	2840001465494	SN	SECTOR,S	100MAJ	5	11	5	1	5.00	99.00	0.0909
1R	2840001465523	SN	SECTOR,S	100MAJ	6	11	6	1	6.00	108.00	0.0909
1R	2840001597971	TB	DISK,S	100MAJ	1	11	1	1	1.00	7490.00	0.0909
1R	3110001639393	SN	BEARING,	100MAJ	1	11	1	1	1.00	762.00	0.0909
1R	5310001639427	SN	NUT	100MAJ	1	11	1	1	1.00	45.50	0.0909
9Z	5340001645636		STRAP	100MAJ	1	11	1	1	1.00	20.09	0.0909
9Z	534000164563B		CLEVIS	100MAJ	2	11	2	1	2.00	77.6B	0.0909
1R	5340001645644	SN	COUPLING	100MAJ	1	11	1	1	1.00	32.50	0.0909
1R	5365001677663	TB	DTCTR,CH	100MAJ	1	11	1	1	1.00	25.50	0.0909
1R	5365001682140	SN	RING	100MAJ	1	11	1	1	1.00	1.70	0.0909
1R	2840001711964	TB	SECTOR,S	100MAJ	1	11	1	1	1.00	22.50	0.0909
1R	2840001713624	SN	NUT	100MAJ	1	11	1	1	1.00	164.00	0.0909
1R	5365001714380	SN	RING	100MAJ	1	11	1	1	1.00	4.60	0.0909
9Z	5310001714570		WASHER	100MAJ	1	11	1	1	1.00	46.93	0.0909
9Z	531000171459B		KEY	100MAJ	1	11	1	1	1.00	123.44	0.0909
1R	5365001737446	TB	DTCTR,CH	100MAJ	3	11	3	1	3.00	18.50	0.0909
1R	5340002019965	SN	COUPLING	100MAJ	1	11	1	1	1.00	54.00	0.0909
9Z	5310002019970		WASHER	100MAJ	1	11	1	1	1.00	24.22	0.0909
1R	2840005653115	TB	SEAL	100MAJ	1	11	1	1	1.00	979.00	0.0909
9V	2840005957303	TB	VANE,STG	100MAJ	6	11	6	1	6.00	97.14	0.0909
9V	2840005957304	TB	VANE,STG	100MAJ	6	11	6	1	6.00	81.11	0.0909
9V	2840005957310	TB	VANE,STG	100MAJ	6	11	6	1	6.00	85.07	0.0909
9V	471000596870B	TB	TUBE	100MAJ	1	11	1	1	1.00	106.16	0.0909
9V	4720005989991	TB	HOSE	100MAJ	1	11	1	1	1.00	207.80	0.0909
9V	4710005989997	TB	TUBE	100MAJ	1	11	1	1	1.00	109.29	0.0909
9V	4710005990001	TB	TUBE	100MAJ	1	11	1	1	1.00	39.20	0.0909
9V	2925006013195	TB	CABLE	100MAJ	1	11	1	1	1.00	548.58	0.0909
9V	4710006052572	TB	TUBE	100MAJ	1	11	1	1	1.00	32.28	0.0909
9V	4710006052578	TB	TUBE	100MAJ	1	11	1	1	1.00	52.58	0.0909
1R	2840006052683	TB	RUNNER	100MAJ	1	11	1	1	1.00	384.00	0.0909
9V	2840006053474		TUBE	100MAJ	1	11	1	1	1.00	58.25	0.0909
9V	4720006072562	TB	HOSE	100MAJ	1	11	1	1	1.00	177.82	0.0909
9V	4720006072613	TB	HOSE	100MAJ	1	11	1	1	1.00	1.02	0.0909
9V	4730006072631	TB	TEE	100MAJ	1	11	1	1	1.00	41.57	0.0909
9V	4720006072646	TB	HOSE	100MAJ	1	11	1	1	1.00	94.03	0.0909
9V	4710006072648	TB	TUBE	100MAJ	1	11	1	1	1.00	35.13	0.0909
9V	4710006072656	TB	TUBE	100MAJ	1	11	1	1	1.00	51.02	0.0909
9V	4710006072743	TB	TUBE	100MAJ	1	11	1	1	1.00	25.78	0.0909
9V	2840006072911	TB	BRACKET	100MAJ	1	11	1	1	1.00	48.07	0.0909
1R	2840006073464	TB	KIT,NO 1	100MAJ	1	11	1	1	1.00	398.00	0.0909
1R	2840006073466	TB	KIT,NO.3	100MAJ	1	11	1	1	1.00	340.00	0.0909
1R	2840006073638	TB	KIT,NO 5	100MAJ	1	11	1	1	1.00	240.74	0.0909
9V	4720006107610	TB	HOSE	100MAJ	1	11	1	1	1.00	122.20	0.0909
9V	4720006107910	TB	HOSE	100MAJ	1	11	1	1	1.00	121.35	0.0909
1R	3130006142079	TB	SUPPORT	100MAJ	2	11	2	1	2.00	71.00	0.0909
9V	2925010101443	TB	CABLE	100MAJ	1	11	1	1	1.00	1077.99	0.0909
1R	2925010343141	SN	IGNITOR	100MAJ	2	11	2	1	2.00	103.00	0.0909
1R	2840010492482	TB	KIT,CPLG	100MAJ	1	11	1	1	1.00	5990.00	0.0909
9C	4710010624093		TUBE	100MAJ	1	11	1	1	1.00	16.50	0.0909
9V	5330010740266	TB	PACKING	100MAJ	3	11	3	1	3.00	1.06	0.0909
9V	4720010747550	TB	HOSE	100MAJ	1	11	1	1	1.00	353.36	0.0909
1R	2840001465525	SN	VANE,STG	100MAJ	46	11	45	1	45.00	32.53	0.0889
9V	2840005957317	TB	SEGMENT,	100MAJ	22	11	14	2	7.00	309.71	0.0579
1R	5310001646417	TB	NUT	100MAJ	52	11	8	1	8.00	0.90	0.0140
9V	4730006072632	TB	REDUCER	DTEMIN	1	6	20	2	10.00	25.61	3.3333
9C	4730010114465		REDUCER	DTEMIN	3	6	49	6	8.17	16.94	2.7222
9C	4730005042669		NIPPLE	DTEMIN	6	6	39	4	9.75	3.90	1.0833
1R	2840000956305	SN	BLADE,LK	DTEMIN	1	6	5	1	5.00	17.50	0.8333
9V	2915010368254	TB	KIT,FILT	DTEMIN	1	6	4	4	1.00	68.74	0.6667
9C	4730000925550		ELBOW	DTEMIN	4	6	10	2	5.00	5.45	0.4167
1R	2840000337500	SN	SHROUD,S	DTEMIN	2	6	4	2	2.00	273.00	0.3333
1R	284000033751B	TB	SHROUD,S	DTEMIN	2	6	4	2	2.00	275.00	0.3333
1R	5999000943289	SN	DETECTOR	OTEMIN	1	6	2	2	1.00	38.00	0.3333
9V	2840010750481	TB	PLUG	OTEMIN	1	6	2	2	1.00	21.67	0.3333
1R	2840000420031	SN	SHROUD,S	OTEMIN	2	6	2	1	2.00	260.00	0.1667

1R	2840000446757	SN	RING,1	OTEMIN	1	6	1	1	1.00	28.50	0.1667
1R	2840000447527	TB	RING,1	OTEMIN	1	6	1	1	1.00	28.00	0.1667
1R	2840000451010	SN	RING,IGV	OTEMIN	1	6	1	1	1.00	26.00	0.1667
1R	2840000451158	TB	RING,IGV	OTEMIN	1	6	1	1	1.00	26.50	0.1667
1R	2840000597490	SN	PICKUP,F	OTEMIN	1	6	1	1	1.00	1160.00	0.1667
1R	2840000600042	TB	SUPPORT	OTEMIN	1	6	1	1	1.00	648.00	0.1667
1R	2840000600167	SN	NOZZLE,3	OTEMIN	1	6	1	1	1.00	84.00	0.1667
1R	2840000601462	SN	NOZZLE	OTEMIN	1	6	1	1	1.00	62.00	0.1667
1R	2840000823365	SN	RING,IGV	OTEMIN	1	6	1	1	1.00	850.00	0.1667
9C	4320000936337		GEROTOR	OTEMIN	2	6	2	1	2.00	79.92	0.1667
1R	2840000971390	SN	RING,SEA	OTEMIN	1	6	1	1	1.00	159.00	0.1667
1R	4320000997108	SN	PLATE AS	OTEMIN	1	6	1	1	1.00	179.00	0.1667
1R	3020001027561	SN	GEAR	OTEMIN	1	6	1	1	1.00	2180.00	0.1667
1R	2840001465533	SN	SECTOR,S	OTEMIN	6	6	6	1	6.00	108.00	0.1667
1R	2840001633206	TB	OISK,FAN	OTEMIN	1	6	1	1	1.00	15050.00	0.1667
1R	5365001677663	TB	OTCTR,CH	OTEMIN	1	6	1	1	1.00	25.50	0.1667
1R	5365001737446	TB	OTCTR,CH	OTEMIN	3	6	3	1	3.00	18.50	0.1667
1R	2840005653114	SN	SEAL	OTEMIN	1	6	1	1	1.00	646.00	0.1667
9V	2840005957303	TB	VANE,STG	OTEMIN	6	6	6	1	6.00	97.14	0.1667
1R	2840006073464	TB	KIT,NO 1	OTEMIN	1	6	1	1	1.00	398.00	0.1667
1R	2840006073468	TB	KIT,NO 4	OTEMIN	1	6	1	1	1.00	200.00	0.1667
1R	2840006073487	TB	KIT,NO.6	OTEMIN	1	6	1	1	1.00	464.00	0.1667
9V	4720006107979	TB	HOSE	OTEMIN	1	6	1	1	1.00	101.86	0.1667
9V	2925010101443	TB	CABLE	OTEMIN	1	6	1	1	1.00	1077.99	0.1667
9V	2840010180478	TB	SUPPORT	OTEMIN	1	6	1	1	1.00	252.98	0.1667
1R	2925010343141	SN	IGNITOR	OTEMIN	2	6	2	1	2.00	103.00	0.1667
1R	2840010419540	TB	SEGMENT,	OTEMIN	24	6	24	1	24.00	1100.00	0.1667
1R	3020010447856	TB	GEAR	OTEMIN	1	6	1	1	1.00	203.90	0.1667
9V	6685010804080	TB	CABLE	OTEMIN	1	6	1	1	1.00	1373.11	0.1667
9Z	5365000608350		PLUG	OTEMIN	2	6	1	1	1.00	50.59	0.0833
9C	4730010131535		NIPPLE	OTEMIN	3	6	1	1	1.00	9.38	0.0556
9V	5310006073857		NUT	OTEMIN	37	6	10	1	10.00	2.00	0.0450

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